

<p>Reference: 15/01483/FUL</p>	<p>Site: Land east of St. Andrew’s Road, north of Gaylor Road and west of Dock Road, Tilbury.</p>
<p>Ward: Tilbury St. Chads</p>	<p>Proposal: Full planning application for development of southern part of London Distribution Park (approved under outline planning permission 14/00487/CV) for new sortation and fulfilment centre comprising warehouse and distribution building (B8) with ancillary offices and yard areas, security and amenity buildings, staff car parking, circulation routes and landscaping, with access from existing roundabout on A1089 and formation of new access from Dock Road.</p>

Plan Number(s):		
<u>Reference</u>	<u>Name</u>	<u>Received</u>
ANT-30813-PL-100 C	Site Location	16.12.15
ANT-30813-PL-101 D	Site Layout	11.03.16
ANT-30813-PL-102 B	Warehouse Level 1	16.12.15
ANT-30813-PL-103 B	Warehouse Level 2	16.12.15
ANT-30813-PL-104 B	Warehouse Level 3	16.12.15
ANT-30813-PL-105 B	Warehouse Level 4	16.12.15
ANT-30813-PL-106 B	Warehouse Level 5	16.12.15
ANT-30813-PL-107 B	Warehouse Level 6	16.12.15
ANT-30813-PL-109 B	Office Level 1 Pod Levels 1, 2 & 3	16.12.15
ANT-30813-PL-110 B	Office Level 3	16.12.15
ANT-30813-PL-111 B	Indicative Sections	16.12.15
ANT-30813-PL-112 C	Elevations	11.03.16
ANT-30813-PL-113 C	Elevations Office and Office Pod	11.03.16
ANT-30813-PL-114 B	Decked Carpark Floor Plans Levels 1 & 2 (Sheet 1 of 2)	16.12.16
ANT-30813-PL-115 B	Decked Carpark Floor Plans Levels 3 & 4 (Sheet 2 of 2)	16.12.16
ANT-30813-PL-116 B	Decked Car Parking Elevations	16.12.16
ANT-30813-PL-117 B	Truck Drivers Toilet Plan and Elevations	16.12.16
ANT-30813-PL-118 B	Exit Gatehouse Plans and Elevations	16.12.16
ANT-30813-PL-119 D	Illustrative Coloured Site Layout	11.03.16
ANT-30813-PL-120 C	Illustrative Coloured Elevation	11.03.16
ANT-30813-PL-121 B	Entrance Gatehouse Plan and Elevations	16.12.16
ITB10336-GA-004 A	Proposed Roundabout South West Corner of Site Along A126 Dock Road	16.12.16
2381-SK-2 B	Landscape Proposals	11.03.16
2381-SK-3	Tree Planting in Hard Surfaces	11.03.16
2381-SK-4	Typical Tree Pit Details	11.03.16

The application is also accompanied by:

- Design and Access Statement;
- Energy Statement;
- Environmental Statement Addendum with Technical Appendices comprising the following chapter headings –;
 - Introduction
 - Description of site and surroundings
 - Description of the proposals
 - Planning policy context
 - Alternatives
 - Landscape and visual impact
 - Ecology
 - Cultural heritage and archaeology
 - Transportation
 - Socio-economic considerations
 - Hydrogeology and ground conditions
 - Water resources
 - Noise and vibration
 - Air quality (with additional technical note)
 - Natural resources and waste
 - Inter-relationships between topics
 - Inter-relationships with other developments
- Environmental Statement Non-Technical Summary;
- Lighting Strategy;
- Planning Statement;
- Transport Statement (with Additional Network Assessments / Addendum); and
- Travel Plan.

Applicant:
London Distribution Park LLP

Validated:
17 December 2015
Date of expiry:
7 April 2016

Recommendation: Grant planning permission subject to the completion of a s106 legal agreement and planning conditions

1.0 DESCRIPTION OF PROPOSAL

- 1.1 In summary, the application seeks full planning permission for a Class B8 warehousing building with ancillary offices, staff amenity facilities, gatehouses, HGV parking and loading / unloading areas, staff car parking and the formation of a new roundabout junction onto Dock Road. The key characteristics of the proposals are set out in the table below:

Site Area	18.6 hectares
Floorspace	Class B8 (storage & distribution) – 193,622 sq.m. Class B1(a) (offices) – 11,150 sq.m. Security gatehouses / truck driver facilities – 48 sq.m. TOTAL – 204,820 sq.m.
Parking	HGV Parking: 94 no. HGV parking spaces 73 no. additional HGV parking spaces 15 no. HGV waiting spaces TOTAL: 182 HGV parking / waiting spaces
	Car Parking: 196 no. surface level spaces (including 46 no. spaces for disabled users) 1,702 no. spaces within decked parking area TOTAL: 1,898 car parking spaces
	Motorcycle Parking: 52 no. spaces
	Cycle Parking: 100 no. spaces
Building Height	'Main' warehouse: 21.85m AOD 2 x circulation cores to northern elevation: 23.3m AOD Offices: 13.6m AOD Plant on office roof: 15.7m AOD Decked car park: 10.6m AOD
Employment	2 x shifts per day with a maximum of 1,670 employees per shift Office / management / security: approximately 170 jobs TOTAL: 3,510 jobs
Operating Hours	24 hours a day / 7 days a week

1.2 Background:

The planning history set out in the table below refers to the extant outline planning permission for commercial development, comprising predominantly Class B8 (storage and distribution) use, on this site. The outline permission (as subsequently amended) establishes a number of parameters to inform the development of the site, notably limitations restricting total floorspace and maximum building heights. As the current proposals are beyond the ambit of the parameters established by the outline planning permission, the submission comprises a detailed planning application separate from the outline consent.

1.3 Proposed Buildings / Uses

Permission is sought for a total floorspace of 204,820 sq.m., principally accommodated within a single warehouse / office building, with smaller freestanding gatehouses and HGV driver’s facilities. The proposed warehouse / office building would be a broadly rectangular-shaped structure measuring 371m (east-west) and 184m (maximum) (north-south).

1.4 The main warehousing / fulfilment / sortation process area (Use Class B8) would occupy the majority of proposed floorspace within a rectangular-shaped ‘box’ measuring 371m x 137m. Floorspace within the main Class B8 ‘box’ would be arranged over five main floors as detailed in the table below:

<u>Level</u>	<u>Use</u>	<u>Floorspace</u>
1 (ground floor)	Process area / mechanical sorters / very narrow aisle (VNA) racking area / metal shop / wood shop / general work area / parts storage / IT cage and battery charging area.	50,413 sq.m.
2	Process platform (mezzanine floor)	2,263 sq.m.
3	Warehouse / process mezzanine	47,366 sq.m.
4	Warehouse	46,745 sq.m.
5	Warehouse	46,745 sq.m.
6	Stairwells	90 sq.m.
	TOTAL Use Class B8	193,622 sq.m.

1.5 The submitted floorplans suggest that the sorting and processing of goods would take place at levels 1, 2 and 3 of the building, with storage of goods occurring at levels 3, 4, 5 and 6. The eastern part of the warehouse would be occupied by a racking system, with associated lifts for the movement of goods.

1.6 Attached to the southern side of the warehouse would be a proposed two-storey ‘office’ structure. At ground floor level (Level 1) this element of the building would comprise:

- entrance hall

- security area;
- locker rooms;
- changing rooms;
- toilets;
- training rooms
- offices;
- conference rooms;
- interview rooms;
- smokers areas; and
- breakout area.

This accommodation at Level 1 would total 4,730 sq.m. floorspace.

1.7 A small amount of office accommodation (229 sq.m.) would be provided at Level 2. More substantial accommodation is proposed at Level 3 comprising:

- entrance hall
- security area;
- locker rooms;
- changing rooms;
- toilets;
- breakout areas;
- rest areas; and
- staff canteen (food preparation and server areas).

Accommodation at Level 3 would total 5,180 sq.m., providing a total of office and ancillary floorspace on Levels 1, 2 and 3 of 10,139 sq.m.

1.8 Approximately half-way along the northern elevation of the warehouse would be a proposed office ‘pod’ projecting from the façade of the warehouse building. This pod would provide three levels of accommodation totalling 1,011 sq.m. of floorspace. Separate from the warehouse / office building the proposals include two small gatehouses located at the entrance and exit points for HGV’s to the service area on the northern side of the warehouse / office building. A small building housing a HGV driver’s toilet would be sited close to the HGV entrance gatehouse.

1.9 The total gross internal area of the all buildings proposed is set out in the table below:

Warehouse	Level 1	50,413 sq.m.
	Level 2	2,263 sq.m.
	Level 3	47,366 sq.m.

	Level 4	46,745 sq.m.
	Level 5	46,745 sq.m.
	Level 6	90 sq.m.
	TOTAL	193,622 sq.m.
Offices	Level 1	4,730 sq.m.
	Level 2	229 sq.m.
	Level 3	5,180 sq.m.
	Office Pod Level 1	349 sq.m.
	Office Pod Level 2	434 sq.m.
	Office Pod Level 3	228 sq.m.
	TOTAL	11,150 sq.m.
Gatehouses etc.	Entry / Exist Gatehouses	27 sq.m.
	HGV Driver's WC	21 sq.m.
	TOTAL	48 sq.m.
	GRAND TOTAL	204,820 sq.m.

1.10 The proposed site layout drawing indicates a number of ancillary structures associated with the proposed sortation and fulfilment centre. To the east of the decked car park an electricity 'HV Substation' is indicated, measuring approximately 47m x 21m in plan. To the north-east of the proposed warehouse / office building two fire-water sprinkler tanks, each with a diameter of some 8m, together with an associated pump house are indicated. Finally, at the north-eastern corner of the application site a driver's amenity building and gatehouse are indicated at the entrance to the 'additional HGV parking' area. No drawings showing the elevational treatment of these buildings and structures have been submitted.

1.11 Operator / Occupier

The applicant in this case is London Distribution Park (LDP) LLP, which is a partnership between Roxhill (an industrial and distribution developer) and the Port of Tilbury London. However, the detailed planning application which has been submitted has been designed to meet the requirements of a specific operator / occupier. The ES accompanying the application, in describing the proposals, notes that the development "*comprises a warehouse and distribution building in use class B8, containing a complex sortation and fulfilment operation (sometimes known as a Fulfilment Centre), for the transshipment of goods for a retail company.*" Members of the Committee will be aware that 'traditional' planning applications for speculative Class B8 development generally involve buildings comprising an ancillary office element, with a single storey warehouse space enabling an individual occupier to install a racking system as required. In the current case, the proposed arrangement of several floors of warehousing and process operations within the buildings reflects the specific operational needs of the intended occupier. Similarly,

the quantum of floorspace proposed and building / ceiling heights have been designed with a specific occupier in mind.

1.11 Layout of the Site

As noted in the 'Site Description' section of this report below, the 'main' LDP site is located east of the A1089(T) / Dock Road and north of Gaylor Road / Leicester Road. The north-western part of the 'main' site has recently been developed, via the outline planning permission (as amended) with a Class B8 use warehouse and haulier parking area. The current application site comprises the remaining land within the 'main' site, together with an area of highway land at Dock Road.

1.12 The proposed warehouse / office building would be positioned to the south-east of the Asda roundabout junction and oriented in an east-west alignment. All of the proposed dock levellers would be positioned on the northern elevation of the building, with the service yard and associated HGV parking bays to the northern side of the warehouse. The HGV gatehouse and HGV waiting area would be sited immediately to the east of the warehouse. An additional HGV parking area would be positioned in the north-eastern corner of the 'main site'.

1.13 A surface car parking area, including space for disabled users, is proposed adjacent to the offices on the southern façade of the building and close to the main entrance to the warehouse / office. Parking for motorcycles and cycles would also be in this location, along with bus stops. The layout of the site has been arranged to separate HGV traffic from car / bus / motorcycle / cycle traffic.

1.14 Access

As noted in the 'Site Description' section below, the outline planning permission for Class B1 / B2 / B8 development included provision of a new arm to access the 'main' site from the Asda roundabout. This arm has been constructed and is used to access the Travis Perkins warehouse and the haulier park which are both operational. This existing access from the Asda roundabout junction would be used by HGV's only to access and egress the service area (on the northern side of the warehouse), the HGV waiting area (on the eastern side of the warehouse) and the additional HGV parking area (in the north-eastern corner of the 'main' site).

1.15 Access and egress to / from the site for cars, buses, motorcycles and cycles is proposed via a new roundabout junction on Dock Road. The outline planning permission proposed an access, in the form of a priority 'T' junction, to serve the 'island' site (located between Dock Road and A1089(T)). This access has been formed, although the 'island' site remains undeveloped and no built development is currently proposed on land within the 'island' site. The submitted proposals would replace this existing 'T' junction with a new 4-arm roundabout junction to serve both the 'island' site and the 'main' site from Dock Road. Localised widening of Dock Road is also proposed to accommodate the new junction and to provide a left-in

only access into the site from Dock Road (southbound).

1.16 Vehicle Parking

Parking areas for HGV's would be located to the north of the warehouse and within an 'additional HGV parking' area at the north-eastern corner of the site. A total of 167 parking spaces for HGV's are provided within these two areas. Waiting spaces for a further 15 HGV's are proposed to the east of the warehouse, to enable HGV's to queue before entering the service area for loading and unloading. As noted above, the site layout drawing suggest that all of these HGV parking and waiting areas would be accessed via the Asda roundabout junction.

1.17 Design / Appearance

All elevations of the proposed warehouse building would comprise precast concrete panels to the ground floor. Above ground floor level, the external walls would comprise flat composite cladding panels in three colours (silver metallic, grey aluminium and dark metallic grey). Blocks of these varying shades would be randomly distributed across the elevations. Four continuous bands of windows would run across the elevations to provide natural lighting to levels within the warehouse. A vertical strip of blue coloured cladding would be used to articulate the elevations. Vertical stair and lift circulation cores on the northern and southern elevations would be clad in a single tone of grey cladding. External staircases to all elevations would be enclosed in a galvanised steel mesh. The top section of all warehouse elevations would include a narrow strip of melon yellow coloured cladding. External elevations of the proposed decked car park would comprise precast concrete panels at the base with randomly distributed grey cladding (in three shades) above. Proposed office elevations would incorporate full height glazing and three shades of grey coloured cladding (similar to the warehouse and decked car park).

1.18 Car Parking

Car parking would generally be located on the southern side of the warehouse / office building. To the south-west of the building and adjacent to the offices would be a surface car park comprising 196 no. car parking spaces, including 46 no. spaces for disabled users. A bus stop and associated layby for buses would be positioned adjacent to the surface car park. Buses would use separate points of access from cars onto the internal access road linking to Dock Road. Adjacent to the south-east of the warehouse / office building would be a multi-storey decked car park providing 1,702 car parking spaces across seven levels (level 1 upper & lower, level 2 upper & lower, level 3 upper & lower and level 4). The decked car park would be served by a separate entrance exit onto the internal estate road.

1.19 Employment / Operating Hours

The intended occupier of the proposed sortation and fulfilment centre would operate the use on a 24 hours a day, 7 days a week basis. The majority of employees engaged within the warehousing activities would operate within two staggered shift patterns across a 24 hour working day. There would be a maximum of 1,670 warehouse employees per shift, with a smaller number of other staff working more conventional office hours. Details of the shift pattern for warehouse employees are provided in the table below:

	Morning Shift		Evening Shift	
	Stagger 1 07.30- 18.00hrs	Stagger 2 08.00- 18.30hrs	Stagger 1 18.45- 05.15hrs	Stagger 2 19.15- 05.45hrs
Warehouse employees	570	1,100	570	1,100

- 1.20 From the above table it will be noted that warehouse staff will generally work a 10.5 hour working day, although the submitted Transport Assessment states that during peak seasonal periods the working day could be extended to 11.5 hours. It will also be noted that 1,670 warehouse employees will be on-site across the majority of the morning and evening shifts (i.e. between 08.00-18.00hrs and between 19.15-05.15hrs). In addition to warehouse employees, the intended operator would employ approximately 170 office, management and security staff. Office based employees would generally work ‘normal’ office hours, with the working hours of security staff to be determined. The accompanying ES provides the following break-down of occupation categories from the intended occupier:

<u>Occupation Category</u>	<u>% of Employees</u>
Managers	6.8%
Professionals	4.5%
Technical	0.7%
Administration	0.6%
Skilled Trade	0.1%
Caretakers	0.9%
Drivers	0.1%
Elementary occupations	86.3%
	100%

1.21 Relationship to Port of Tilbury

The outline planning application (10/50157/TTGOUT) for development on the ‘main’ site was submitted by the Port of Tilbury London Ltd. and was described by the applicant as an extension of the Port onto Green Belt land adjacent to the Port complex. A ‘Port Operational Statement’ submitted with the outline planning application in 2010 considered that the Port was operating at full capacity and that further land was needed if the Port was to fulfil its potential. In justifying the removal of the ‘main’ site from the Green Belt the applicant then considered that,

inter-alia:

- the Port makes a crucial contribution to the regional and local economy;
- the planning and economic context establishes a need for considerable employment growth;
- the Port can play a significant part in contributing towards job growth;
- forecast increases in Port throughput will allow employment growth of up to some 1,500 jobs;
- the Port is operating at capacity, increases in throughput will not be achieved unless more land is available and there is potential for a decline in employment due to increasing productivity;
- the site meets the locational criteria to allow for expansion.

1.22 In support of the current application the Port has provided a statement which notes:

- the proposals represent a significant opportunity for new jobs in the Borough;
- the potential occupier has the potential to take advantage of the multi-modal facilities provide by the Port;
- as an importer of goods, the potential occupier can potentially utilise the container terminal, the roll-on roll-off facility and the railway sidings located at the Port;
- consequently there is potential for the Port to meet the supply chain requirements of the intended occupier.

1.23 With regard to the potential links between the proposed sortation and fulfilment centre and the Port, the submitted Transport Assessment states that:

“... the close proximity of the existing Port would mean that some goods arriving at the Port would be destined for the Fulfilment Centre. These goods are currently transported to existing distribution centres. Therefore, some of these vehicles are already present on the road network adjoining the site. However, to ensure a robust assessment, no reduction in movements between the Port and the proposed development site has been allowed for, to reflect the movements originating in the Port which would transfer to the proposed development site”.

2.0 SITE DESCRIPTION

2.1 The outline planning approval for Class B1, B2 and B8 development on land formerly comprising part of Tilbury Marshes (10/50157/TTGOUT) comprised a ‘main’ and an ‘island’ site. The ‘main site’ comprised an area of approximately 26.1 hectares located to the east of the A1089(T) Dock Approach Road / Dock Road and north of Gaylor Road / Leicester. The ‘main site’ until recently comprised a

rectangular area of generally level and low-lying rough grassland and scrub vegetation which was formerly used for the grazing of horses and as a karting track, with single storey ancillary buildings. The site used to be located within the Tilbury flood storage area (Flood Zone 3b). However, following the grant of outline planning permission ground levels were raised and a new flood defence bund created along the northern and eastern site boundaries. The effect of these works was to remove the site from the functional floodplain and transfer the flood risk status of the site to Zone 3a.

- 2.2 Following the outline planning permission, an ecological clearance and translocation programme was completed and new structural landscaping introduced to the boundaries of the site. A new vehicular access to the ‘main site’ has been created via a new arm onto the ‘Asda’ roundabout on the A1089(T). In the north-western corner of the ‘main site’ a new warehouse building has been recently occupied by Travis Perkins. To the east of this building a hardsurfaced area of haulier parking, including an area for casual-use by lorry drivers, has been recently constructed.
- 2.3 The site for the current application largely comprises the remainder of the ‘main site’ but excluding the plot occupied by Travis Perkins and the casual-use lorry park. However, the site boundary has been drawn to include land within the highway at Dock Road and part of the ‘Island Site’ in order to accommodate a new roundabout junction. As noted below, the site has been subject to ecological clearance and engineering operations to create a developable platform.
- 2.4 Adjacent to the north of the ‘main site’ site is a continuation of the flat, low lying land forming Tilbury Marshes. Higher land forming the river terrace is located at Marshfoot Road, some 800m to the north of the ‘main site’. Open land forming part of Tilbury Marshes also adjoins the site to the east. This land is used for horse grazing, playing fields and allotments. To the south of the site are two and three-storey dwellings at Gaylor Road and Leicester Road, with the main built-up area of Tilbury located further to the south. The A1089 (T), Dock Road and the ‘Asda’ roundabout junction form the western boundary of the site. A new arm constructed on the ‘Asda’ roundabout forms the point of access for the main site. Land at Little Thurrock Marshes adjoins the ‘main site’ to the north-west, with residential properties at the Thurrock Park estate beyond.

3.0 RELEVANT HISTORY

<u>Reference</u>	<u>Description</u>	<u>Decision</u>
10/50157/TTGOUT	Development of land comprising formation of new accesses to the A1089(T) and Dock Road, creation of internal estate roads, erection of buildings for storage and distribution (B8), general industry (B2) and offices (B1), provision of lorry parking,	Approved

	associated earthworks, car parking, public amenity areas, open space and landscaping.	
13/00405/CV	Application under Section 73 for a Minor Material Amendment in respect of conditions 6 and 16 of planning permission reference 10/50157/TTGOUT.	Approved
13/00433/REM	Reserved matters application pursuant to outline permission 10/50157/TTGOUT for formation of flood bund, preliminary earthworks and landscaping	Approved
14/00486/FUL	Development of land within area of outline planning permission 13/00405/CV comprising creation of internal estate road, erection of a building for storage and distribution (B8) with ancillary offices; areas of external storage; HGV parking and yard areas, and staff car parking.	Approved
14/00487/CV	Application for the variation of conditions 5 (building heights) and 6 (arrangement of land uses) following grant of planning permission reference 13/00405/CV (Development of land comprising the formation of new accesses to the A1089(T) and Dock Road, creation of internal estate roads. Erection of buildings for storage and distribution (B8), general industry (B2) and offices (B1), provision of lorry parking, associated earthworks, car parking, public amenity areas and landscaping).	Approved
14/01177/REM	Application for approval of reserved matters following outline approval. Provision of haulier parking, including casual haulier parking area, amenity block and gatehouse.	Approved

3.1 Outline planning permission, with all matters reserved apart from access, was originally granted by the former Thurrock Development Corporation in March 2012 (ref. 10/50157/TTGOUT). This permission followed referral of the application to the Secretary of State and was subject to a s.106 legal agreement and planning conditions. This outline permission reserved all matters for future approval apart from access and a single point of access for the main site (east of the A1089) was detailed via a new arm on the Asda roundabout. Planning conditions also set development parameters for the site, including the arrangement of land uses, maximum building heights and maximum floorspace. A number of applications have been submitted to discharge the details reserved by planning conditions attached to the outline permission. In 2013 an application (ref. 13/00405/CV) was submitted and approved for a minor material amendment, under s.73 of the Town and Country Planning Act 1990, for the re-alignment of the main site access road

with a consequential minor alteration to the configuration of approved uses. A reserved matters application (ref. 13/00433/REM) has been approved for the details of the flood bund, preliminary earthworks and landscaping around the perimeter of the main site.

- 3.2 In September 2014 full planning permission was granted for the construction of a Class B8 warehouse and ancillary development on the north-western part of the site (ref. 14/00486/FUL. Construction works are now complete and the building is now occupied by Travis Perkins and used as a regional distribution hub. Also in September 2014 the Council approved a s.73 application for variation of planning conditions relating to approved building heights and the arrangement of approved land uses (ref. 14/00487/CV). The effect of this permission was to increase maximum building heights on part of the site from 15m to 18m and to introduce built floorspace on part of the site previously allocated to haulier parking (although not resulting in any increase in approved floorspace).
- 3.3 Most recently in October 2014 reserved matters were approved for a haulier parking area, including a lorry parking area for casual users, located on the northern part of the site (ref. 14/01177/REM).

4.0 CONSULTATIONS AND REPRESENTATIONS

- 4.1 Detailed below is a summary of the consultation responses received. Full text versions are available on the Council's web-site at:
www.thurrock.gov.uk/planning/15/01483/FUL.

4.2 PUBLICITY:

The application has been publicised by the display of site notices, a newspaper advertisement and consultation with neighbouring properties. The proposals have been advertised as a major development accompanied by an Environmental Statement.

- 4.3 Neighbour consultation letters have been sent to 425 surrounding properties. Two letters of objection has been received raising the following concerns:

- noise and disturbance from construction activities;
- disturbance from operation of the existing Travis Perkins warehouse;
- disturbance from lighting at the site;
- potential for damage to property during construction;
- property devaluation;
- potential flood risk;
- loss of views;
- development is too close to housing; and
- traffic congestion.

4.4 The following consultation replies have been received:

4.5 ANGLIAN WATER:

Assets – request that the decision notice includes an informative drawing attention to assets close to or crossing the site.

Wastewater Treatment – Tilbury Water Recycling Centre has capacity for wastewater from the proposed development.

Foul Sewerage Network – a planning condition is requested to require a foul water drainage strategy.

Surface Water Disposal – a planning condition is requested to require a surface water management strategy.

4.6 CABE / DESIGN COUNCIL:

The proposals were subject to a post-submission design review conducted in February 2016. The formal response following this review raises the following key points –

- some aspects of the design work well, but more should be done to provide a high quality environment for workers;
- site layout, building mass and height seem appropriate in the context of Tilbury Port and the local area;
- the pedestrian experience associated with the car park and southern landscape area needs to be developed;
- breaking-up the strong vertical facades to mitigate the building's impact works well, although a simpler design of the main warehouse is encouraged with a more creative office element;
- a more human scale, a sense of identity and marking of the entrance to the office element of the building are encouraged;
- finishing materials and colours which minimise visual impact are encouraged;
- pedestrian routes and connections to the south should be strengthened;
- views out of the building from the office / amenity areas should be considered;
- the surface car park / pedestrian access area should create a better sense of arrival with additional soft landscaping;
- the introduction of charging points for electric vehicles within the car parking area is encouraged;
- the proposed energy strategy seems appropriate.

4.7 ENVIRONMENT AGENCY:

No objection.

The Agency notes that, via the previous provision of a flood embankment, the site is now within Flood Zone 3a and not 3b. Request that any planning permission is subject to a condition requiring compliance with measures with the Flood Risk Assessment.

4.8 ESSEX COUNTY COUNCIL – ARCHAEOLOGY:

No archaeological deposits will be further impacted by the proposed development and no archaeological conditions are recommended.

4.9 ESSEX FIRE & RESCUE:

No reply received.

4.10 ESSEX POLICE – ARCHITECTURAL LIAISON:

No reply received.

4.11 ESSEX & SUFFOLK WATER:

No objection.

Advise of the presence of water mains which may be affected by the proposals. The cost of any diversions will be recovered from the developer. Request an informative is attached to any decision notice regarding water supply.

4.12 HIGHWAYS ENGLAND:

Recommend that s.106 obligations and conditions should be attached to any grant of planning permission.

The applicant's transport Assessment suggests that the Asda roundabout junction will operate over-capacity during peak periods with the development. It is therefore necessary for this impact to be mitigated. A travel plan is required to incorporate mitigation measures including:

- provision of a travel plan co-ordinator
- provision of a free bus service for staff providing a minimum of 4 services per shift over 2 routes. Vehicles to have a minimum 49 seat capacity;
- establishment of a travel plan steering group;

- financial contribution of £105,000 towards pedestrian / cycle improvements locally;
- provision of a travel plan bond of £108,000 to be used for additional travel plan measures if specified parking levels are triggered.

Planning conditions are requested to address the issues of a construction management plan, staff change-over periods and improvements to the A1089 / A13 merge.

4.13 NATURAL ENGLAND:

Statutory nature conservation sites – no objection.

Protected Species – refer to standing advice previously issued by Natural England for the assistance of local planning authorities.

Invertebrates and habitat – refer to standard advice produced for use by local planning authorities in Essex.

Priority habitat – refer to guidance within the NPPF.

Green Infrastructure – encourage the incorporation of green infrastructure into the development.

Local Sites – if the development affects local sites there should be sufficient information to understand impacts.

Biodiversity enhancements – the local planning authority should consider measures to enhance the biodiversity of the site.

Landscape enhancements – the development may provide opportunities to enhance landscape character.

4.14 PORT OF TILBURY:

Fully supports the planning application. Draws attention to the job creation and economic investment the proposals could deliver. The port notes that the location of the site close to Tilbury Docks could take advantage of the multi-modal supply chains.

4.15 EMERGENCY PLANNING:

Request that a flood warning and evacuation plan is produced.

4.16 ENVIRONMENTAL HEALTH:

Contaminated land – no objection, subject to condition.

Construction – mitigation measures are required to control the impacts of construction on sensitive receptors. A planning condition attached to any grant of planning permission requiring a construction environmental management plan (CEMP) is requested.

Air Quality – an air quality technical note was submitted by the applicant following initial concerns regarding modelling. Receptors were re-modelled and are generally in-line with expectations, producing negligible results for all receptors. However, receptors at the Pilgrims Lane traveller site may be slightly under predicted due to topography. Nevertheless the overall impact will be no more than “slight adverse” for these receptors. A Low Emissions Strategy for the development is promoted by the ES and this should be required by planning condition.

Noise – during operation vibration will not be an issue and does not need to be considered further. Vibration during construction should be addressed via a CEMP planning condition. Operational noise impacts have been properly considered and, subject to proposed mitigation measures, operational noise impacts would be minimised as far as is reasonable. The provision of acoustic barriers, cladding of the proposed multi-storey car park and noise from mechanical plant should be addressed by planning conditions.

4.17 FLOOD RISK MANAGER:

No objection – subject any planning permission being subject to a condition addressing surface water drainage.

4.18 HEALTH & WELL-BEING ADVISORY GROUP:

No response received.

4.19 HIGHWAYS:

No objections, subject to s.106 obligations and planning conditions.

Summary – the proposals have the potential to result in the intensification of vehicle movements on Thurrock’s roads, as well as on the A1089(T), which is a Highways England asset, and the Asda roundabout junction. Following initial comments, a Transport Assessment (TA) Addendum has been submitted which goes some way to reduce the impact of the proposals. However, changes to the applicant’s draft s.106 heads of terms are required to ensure that mitigation is appropriate and the development does not significantly impact on the highway.

TA & Travel Plan – the applicant’s addendum includes the following headlines:

- the proposed Travel Plan seeks to increase the modal shift to sustainable transport choices from 10% to 21%;
- dedicated bus facilities and services will provide 4 routes to locations in the Borough per shift;
- contributions towards walking and cycling facilities in the area;
- interest free train season ticket loans (Green Travel Loans);
- provision of car share preferred spaces within car parking provision;
- contributions towards operational costs of the Tilbury / Gravesend ferry service;
- commitment to establish and operate a Tilbury Travel Plan Steering Group.

The proposed modal share of 21% is an improvement on previous assumptions. However, supporting information does not clarify the funding or longevity of proposed bus services. It is considered that bus services should be fully funded by the applicant for the lifetime of the development. Details of bus routing can form part of the Travel Plan. Any s.106 legal agreement should include obligations relating to the Tilbury Travel Plan Steering Group, preferential car share parking, Green Travel Loans and electric vehicle charging points.

With commitment to these measures, the proposals are considered acceptable in terms of Policy PMD10.

Road Network Hierarchy – the A1089(T) and the Asda roundabout junction are Highways England assets. However, Dock Road is a principal 'Thurrock' route. Policy PMD9 allows for new accesses on such routes where sites are allocated, as is the case. A planning condition is required to preclude HGV's from using the proposed Dock Road access. The proposed Travel Plan measures have the potential to reduce impact on this junction to an acceptable level.

Parking Standards – the proposed car parking provision of approximately 1,900 spaces is significantly higher than the Council's draft standards, which would require a maximum of 1,365 spaces. Proposed mitigation will result in a reduction in car trips, potentially negating the need for the level of parking proposed. However as the potential occupier has a high employee requirement a higher maximum parking provision could be agreed.

4.20 LANDSCAPE & ECOLOGY:

No objections – subject to condition.

A revised Landscape and Visual Impact Assessment (LVIA) has been submitted which confirms that although the proposed building is taller than the consented scheme, the overall impacts will not be significantly greater. The conclusions of the LVIA are considered appropriate. Although there is little scope for additional landscaping on site, it is considered possible to carry out additional planting south of the office block to help to reinforce the boundary planting and also to help

enhance the environment for workers and visitors. Details of on-site landscape measures can be dealt with by condition.

The site has been cleared and the land raised during the past two years. It is agreed therefore that the development would not have any significant ecological effects and that the previously approved mitigation measures are sufficient.

4.21 REGENERATION:

No objections – the potential creation of new jobs is welcomed. Early conversations between the occupier, the Council and training providers are encouraged to discuss the nature of the roles to be created so that appropriate pathways/qualifications are put in place to ensure availability of suitably skilled/qualified local candidates when recruitment begins. Any planning permission should be subject to obligations / conditions requiring local recruitment, procurement and opportunities for apprenticeships.

4.22 TRAVEL PLAN CO-ORDINATOR:

No objection.

4.23 WASTE STRATEGY:

No response received.

5.0 POLICY CONTEXT

5.1 National Planning Policy Framework

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

The following headings and content of the NPPF are relevant to the consideration of the current proposals.

1. Building a strong, competitive economy
4. Promoting sustainable transport
7. Requiring good design
8. Promoting healthy communities
10. Meeting the challenge of climate change, flooding and coastal change
11. Conserving and enhancing the natural environment.

5.2 Planning Practice Guidance

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

- Air quality
- Climate change
- Design
- Determining a planning application
- Environmental Impact Assessment
- Flood Risk and Coastal Change
- Light pollution
- Natural Environment
- Noise
- Planning obligations
- Renewable and low carbon energy
- Travel plans, transport assessments and statements in decision-taking
- Use of Planning Conditions

5.3 Local Planning Policy

Thurrock Local Development Framework (2011)

The Council adopted the “Core Strategy and Policies for the Management of Development Plan Document” in December 2011. The Adopted Interim Proposals Map shows the site as “Employment Broad Location – Urban Extension” where policies CSSP2 (Sustainable Employment Growth) and CSSP4 (Green Belt) apply. Policy CSSP2 states that the Council will promote and support economic development in the Key Strategic Economic Hubs that seeks to expand upon their existing core sectors and/or provide opportunities in the growth sectors. There is sufficient previously developed land in the Key Strategic Economic Hubs to accommodate the proposed jobs numbers with the exception of the Green Belt release north of Tilbury to provide expansion land for port related development. Policy CSSP4 states that the Council will support the principle of release of Green Belt land (26Ha.) to the North of Tilbury for port-related employment use and a Strategic Lorry Park to facilitate expansion of Tilbury Port. The Council will require management arrangements to be put in place for the remainder of the Tilbury Marshes site that has important biodiversity interest and required mitigation measures to be implemented to replace lost habitat and flood storage areas. The final site boundaries will be included in the Adopted Sites Specific Allocations and

Policies DPD and identified on the Proposals Map. The following Core Strategy policies also apply to the proposals:

SPATIAL POLICIES

- CSSP3: Sustainable Infrastructure
- OSDP1: Promotion of Sustainable Growth and Regeneration in Thurrock¹

THEMATIC POLICIES

- CSTP6: Strategic Employment Provision
- CSTP14: Transport in the Thurrock Urban Area: Purfleet to Tilbury³
- CSTP16: National and Regional Transport Networks³
- CSTP17: Strategic Freight Movement and Access to Ports
- CSTP18: Green Infrastructure
- CSTP19: Biodiversity
- CSTP22: Thurrock Design
- CSTP25: Addressing Climate Change²
- CSTP26: Renewable or Low-Carbon Energy Generation²
- CSTP27: Management and Reduction of Flood Risk²

POLICIES FOR MANAGEMENT OF DEVELOPMENT

- PMD1: Minimising Pollution and Impacts on Amenity²
- PMD2: Design and Layout²
- PMD3: Tall Buildings³
- PMD7: Biodiversity, Geological Conservation and Development²
- PMD8: Parking Standards³
- PMD9: Road Network Hierarchy
- PMD10: Transport Assessments and Travel Plans²
- PMD11: Freight Movement
- PMD12: Sustainable Buildings²
- PMD13: Decentralised, Renewable and Low Carbon Energy Generation
- PMD15: Flood Risk Assessment²
- PMD16: Developer Contributions²

[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 Focused Review of the LDF Core Strategy (2014)

This Review was commenced in late 2012 with the purpose to ensure that the Core Strategy and the process by which it was arrived at are not fundamentally at odds with the NPPF. There are instances where policies and supporting text are recommended for revision to ensure consistency with the NPPF. The Review was submitted to the Planning Inspectorate for independent examination in August 2013. An Examination in Public took place in April 2014. The Inspector concluded

that the amendments were sound subject to recommended changes. The Core Strategy and Policies for Management of Development Focused Review: Consistency with National Planning Policy Framework Focused Review was adopted by Council on the 28th February 2015.

5.5 Draft Site Specific Allocations and Policies DPD

This Consultation Draft “Issues and Options” DPD was subject to consultation commencing during 2012. The Draft Site Specific Allocations DPD ‘Further Issues and Options’ was the subject of a further round of consultation during 2013. The application site is allocated as ‘Land for Primary Industrial and Commercial Employment’ within both of these draft documents. The Planning Inspectorate is advising local authorities not to continue to progress their Site Allocation Plans towards examination whether their previously adopted Core Strategy is no longer in compliance with the NPPF. This is the situation for the Borough.

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

The above report was considered at the February 2014 meeting of the Cabinet. The report highlighted issues arising from growth targets, contextual changes, impacts of recent economic change on the delivery of new housing to meet the Borough’s Housing Needs and ensuring consistency with Government Policy. The report questioned the ability of the Core Strategy Focused Review and the Core Strategy ‘Broad Locations & Strategic Sites’ to ensure that the Core Strategy is up-to-date and consistent with Government Policy and recommended the ‘parking’ of these processes in favour of a more wholesale review. Members resolved that the Council undertake a full review of Core Strategy and prepare a new Local Plan. The Council is currently undertaking consultation on the Local Plan Issues and Options (Stage 1).

6.0 **ASSESSMENT**

6.1 Procedure:

The development proposal is considered to be a development requiring Environmental Impact Assessment (EIA), therefore the application has been accompanied by an Environmental Statement (ES). The ES considers the environmental effects of the proposed development during construction and operation and includes measures to prevent, reduce or offset any significant adverse effects on the environment. The ES is accompanied by technical appendices. The contents of the ES comprise:

1. Introduction
2. Description of site and surroundings
3. Description of the proposals

4. Planning policy context
5. Alternatives
6. Landscape and visual impact
7. Ecology
8. Cultural heritage and archaeology
9. Transportation
10. Socio-economic considerations
11. Hydrogeology and ground conditions
12. Water resources
13. Noise and vibration
14. Air quality
15. Natural resources and waste
16. Inter-relationships between topics
17. Inter-relationships with other developments.

As the original outline planning application (ref. 10/50157/TTGOUT) was accompanied by an ES (which was updated for the submission of 13/00405/CV and 14/00486/CV) the ES accompanying the current application is essentially a further addendum to the original ES (accompanying 10/50157/TTGOUT).

- 6.2 The Council has a statutory duty to consider environmental matters and an EIA is an important procedure for ensuring that the likely effects of new development are fully understood and fully taken into account before development proceeds. EIA is, therefore, an integral component of the planning process for significant developments. EIA leads to improved decision making by providing the development management process with better information. EIA not only helps to determine whether development should be permitted but also facilitates the drafting of planning conditions and legal agreements in order to control development, avoid or mitigate adverse effects and enhance beneficial effects. Therefore, it is vital that the environmental issues raised by the application are assessed in a robust and transparent manner.
- 6.3 In order to fulfil the requirements of the EIA Regulations it is necessary to ensure (a) that the Council has taken into account the environmental information submitted, and (b) that any planning permission granted is consistent with the development which has been assessed. To achieve this second objective the Council has the ability to impose conditions and secure mitigation measures by Section 106 obligations.
- 6.4 If approved, the proposals would involve the construction of a significant amount of floorspace within a single building envelope. Due to the nature of the intended occupier, the proposals have the potential to deliver a significant number of new jobs over and above the employment generation which might normally be expected for a conventional warehouse operator. Nevertheless, the benefits of jobs creation will need to be balanced against the intensity use of the site and in particular the potential impacts of the proposals on the surrounding highway network. However,

it is also relevant that the principal of employment generating development has already been established on the site via the grant of outline planning permission (as amended). The differences between the approved development parameters or baseline and the potential impacts of the development now proposed are also relevant.

6.5 The issues to be considered in this case are largely as set out in the submitted ES and comprise:

- I. plan designation and principle of development
- II. landscape and visual impact
- III. ecology
- IV. cultural heritage and archaeology
- V. transportation
- VI. socio-economic considerations
- VII. hydrogeology and ground conditions
- VIII. water resources
- IX. noise and vibration
- X. air quality
- XI. natural resources and waste
- XII. impact on amenity
- XIII. design issues
- XIV. sustainability

these issues are considered below within the context of the approved development parameters.

6.6 I. PLAN DESIGNATION & PRINCIPLE OF DEVELOPMENT

The relevant development plan policies for this site are listed in the section of the report above. The adopted interim proposals map accompanying the LDF designates the application site as “Employment Broad Location – Urban Extension” where policies CSSP2 (Sustainable Employment Growth) and CSSP4 (Green Belt) apply. Policy CSSP2 states that the Council will promote and support economic development in the Key Strategic Economic Hubs that seeks to expand upon their existing core sectors and/or provide opportunities in the growth sectors. There is sufficient previously developed land in the Key Strategic Economic Hubs to accommodate the proposed jobs numbers with the exception of the Green Belt release north of Tilbury to provide expansion land for port related development. Policy CSSP4 states that The Council will support the principle of release of Green Belt land (26 Ha.) to the north of Tilbury for port-related employment use and a Strategic Lorry Park to facilitate expansion of Tilbury Port. The Council will require management arrangements to be put in place for the remainder of the Tilbury Marshes site that has important biodiversity interest and required mitigation measures to be implemented to replace lost habitat and flood storage areas. The

final site boundaries will be included in the Adopted Sites Specific Allocations and Policies DPD and identified on the Proposals Map.

- 6.7 Both consultations for the LDF Site Specific Allocations and Policies DPD, undertaken in 2012 and 2013, identified the application site as land for new industrial and commercial development. However, the Council 'parked' progression of this DPD in favour of the preparation of a new Local Plan. Planning permission has been granted for development on the site and commercial development, in the form of the Travis Perkins warehouse and lorry park has been constructed on-site. Consequently, the site does not function as part of the Green Belt despite the formal development plan allocation.
- 6.8 The principal aims of Policies CSSP2 and CSSP4 are to support employment growth in the Borough's growth hubs, including the expanded Port of Tilbury. The current proposals fulfil the intentions of these policies by creating some 3,510 full time jobs on the 'main' site. In comparison with the Class B8 floorspace permitted on the 'main' site by the outline planning permission (75,278 sq.m.), the current proposals would result in significantly more jobs, thereby more effectively fulfilling the intention of Core Strategy policies. Based on an Employment Density Guide (2015) produced by the Home and Communities Agency, the approved Class B8 development on the 'main' site could be expected to generate between approximately 790 and 1,075 full-time equivalent jobs. As noted above, the intended occupier of the proposed warehouse would employ some 3,510 full-time equivalent jobs.
- 6.9 Under this heading it is concluded that the proposals are compliant with the employment generation objectives of Core Strategy policies and are also compliant with the economic role of sustainable development, as set out in the NPPF, in helping to build a strong, competitive economy.
- 6.10 II. LANDSCAPE & VISUAL IMPACT

The site was classified as located generally within the Tilbury Marshes landscape character area, as defined by the Thurrock Landscape Capacity Study 2005. The defining characteristics of this character area were defined by the Study as:

- low lying, level landscape;
- horizontal landform;
- large scale landscape;
- network of linear ditches;
- southern skyline of dock cranes, chimneys, pylons and power lines; and
- close proximity of residential areas.

Nevertheless, the site is also adjacent to the Tilbury and Docks Urban landscape character area, located immediate to the south.

- 6.11 In considering the landscape and visual impacts of the outline planning application, it was accepted that there would be a partial loss of the open landscape of this part of the Marshes with development on the 'main' site. In addition, as the site has been designated as suitable for commercial development through the Core Strategy allocation a degree of impact on landscape character has already been accepted. The ES accompanying the outline planning application considered that development of the 'main' site would result in an adverse landscape impact in the short to medium term. Therefore, mitigation was promoted by the outline application in the form of landscaping / open space to the 'main' site boundaries. The outline application ES considered that, with the establishment of landscaping mitigation, the long-term residual impact on landscape character was neutral / slightly beneficial.
- 6.12 Following the grant of outline planning permission in 2012, an application for the approval of reserved matters proposing formation of a flood bund, earthworks and landscaping to the 'main' site (13/00433/REM) was approved by the Council in August 2013. In summary, this reserved matters approval involves the creation of a soft landscaped buffer to all boundaries of the 'main' site with areas of habitat creation and a new linear park. The approved works have now been completed on-site. When considered in the context of the extant planning permission for commercial development on-site, the impact of the current proposals on the landscape is unchanged, that is, a neutral or slightly beneficial impact in the long term.
- 6.13 With reference to potential visual impact, the original ES accompanying the outline planning application considered the impact of development upon a range of visual receptors (residential areas, public rights of way, recreational areas and road / rail users) within a modelled zone of theoretical visibility. Residential areas and individual occupiers were assigned a high sensitivity to visual impact, with the other receptors listed above assigned medium or low sensitivities. The visual impact of development proposed by the outline planning application was modelled using computer generated images based upon representative viewpoints. These viewpoints were concentrated on long-distance views across the site from elevated vantage points at Chadwell St. Mary and West Tilbury, as well as short-distance views from the adjoining built-up areas of Tilbury to the south, east and west of the site.
- 6.14 Residential receptors to the south and east in Tilbury and to the north-west at Little Thurrock were assessed as having a high sensitivity to change. The predicted effects of development proposed by the outline planning application immediately post-construction and 10 years post-construction were modelled as "adverse" for receptors in Little Thurrock. To mitigate this impact, the outline application proposed indicative landscape proposals including perimeter planting to the

western boundary of the ‘main’ site. As noted above, perimeter landscaping has now been planting around the ‘main’ site which will have the effect of filtering views towards the lorry parking and commercial units once established.

- 6.15 The ES accompanying the outline planning application also assessed the potential visual impact on residential receptors located at Gaylor Road, Leicester Road, Dunlop Road and Russell Road to the south of the ‘main’ site. The ES assessed the visual impact upon these receptors to be adverse immediately post-construction, though there was predicted to be a beneficial impact 10 years post-construction. This assessment was based upon a series of parameter plans submitted with the outline application, including drawings ‘fixing’ the arrangement of land uses and maximum building heights. The height parameters established by the outline planning permission, the amendments to those parameters approved by subsequent s.73 application (14/00487/CV) and the height parameters currently proposed are set out in the table below:

Application ref.	Minimum building height ('Main' site)	Maximum building height ('Main' site)
10/50157/TTGOUT	12.8m (13.9m AOD)	15.22m (16.32m AOD)
14/00487/CV	15m (16.1m AOD)	18m (19.1m AOD)
Current proposal		21.85m AOD (2 no. circulation cores located on the northern elevation @ 23.3m AOD)

- 6.16 The current approved maximum building height on the ‘main’ site is 19.1m AOD and the proposals would increase this maximum height by 2.75m to 21.85m AOD. For the purposes of assessment, the 2 no. small circulation cores located on the northern elevation of the proposed building with a maximum height of 23.3m AOD can be discounted.
- 6.17 The updated LVIA submitted with the current application assesses the visual impact of this increased height as seen from a number of viewpoints. These viewpoints are consistent with those assessed in 2010 as part of the outline planning application proposals and again in 2014 as part of the s.73 application. As seen from elevated, long distance vantage points to the north and north-east of the site the proposed increase in maximum building height would only result in a slight change in the significance of impact. Views towards the site from public footpaths on the river terrace to the north are approximately 1.2km away and given this distance it is considered that the proposed increase in maximum building height would be almost imperceptible.
- 6.18 The closest visual residential receptors to the site are located to the south at Gaylor Road and Leicester Road. As noted above, a landscaped buffer has already been created to all boundaries of the ‘main site, including a linear park / ecological mitigation area, approximately 38m in width along the site’s southern boundary. As

currently proposed, the decked car park building would be positioned approximately 53-54m from the site’s southern boundary, 66-67m from the front walls of houses in Gaylor Road and 68-69m from the rear walls of houses in Leicester Road. The decked car park would also be a minimum of some 54-55m from the private rear garden areas of houses in Leicester Road. Compared to the development parameters established by the outline planning permission (14/00487/CV), the proposed decked car park would be, at a height of 10.6m AOD, lower than the approved development parameter and located further away from residential properties. For the purposes of comparison, on the south-eastern part of the ‘main’ site where the decked car park would be located, the extant development parameters permit a building height of 16.1m AOD located 39-40m from the site boundary.

6.19 With reference to the proposed offices located abutting the south-western corner of the warehouse building, the offices would be located 94m from the site boundary, 107m from the flank wall of no. 17 Gaylor Road and 119m from the rear wall of nos 38-44 Russell Road. As above, the approved development parameters (14/00487/CV) permit taller buildings in closer proximity to the site’s southern boundary and residential receptors beyond. In relation to these adjoining residential receptors the approved parameters permit a building height of 16.1m AOD located some 39m from the site boundary.

6.20 Finally, the main warehouse building would be located some 130m from the site boundary and approximately 140m from the front walls of houses in Gaylor Road. That part of the warehouse closest to these residential receptors would be 21.85m AOD in height. The current approval permits a building up to 19.1m AOD in height at a distance of some 92m from the southern boundary. Therefore, the proposed main warehouse building is taller than the permitted parameter, but is a greater distance from the boundary and associated residential receptors.

6.21 In respect of the proposed decked car park, the offices and the main warehouse building a comparison between extant approved development parameters and the current proposals is presented in the table below:

<u>Proposed decked car park</u>			
	Height	Distance to southern boundary	Distance to nearest neighbour (house / flat building)
14/00487/CV	16.1m AOD	39-40m	52-53m
Current proposal	10.6m AOD	53-54m	66-67m
<u>Proposed two-storey offices</u>			
	Height	Distance to southern boundary	Distance to nearest neighbour (house / flat building)
14/00487/CV	16.1m AOD	39-40m	52-53m
Current proposal	13.6m AOD	94m	107m

Proposed main warehouse building			
	Height	Distance to southern boundary	Distance to nearest neighbour (house / flat building)
14/00487/CV	19.1m AOD	92m	105m
Current proposal	21.85m AOD	130m	140m

6.22 In assessing the predicted effects on visual receptors, the updated LVIA concludes that whilst the main warehouse building is taller than the approved development parameters, this impact is offset by greater stand-offs from the site boundaries, and thereby residential receptors. This conclusion of the LVIA is considered by the Council’s landscape and visual advisor to be appropriate. The submitted LVIA also considers that any visual impact of taller structures are partly offset by a reduced building footprint. On this point Members of the Committee should be aware that the consented floorspace of Class B8 use development on the ‘main’ site is 75,278sq.m. whereas the proposed total of all floorspace is 204,820sq.m. With regard to footprint, assuming that the already consented Class B8 floorspace was developed in a single building with 10% office accommodation, a built footprint of some 71,500 sq.m. might be expected. If the footprint of the proposed decked car park is added to the proposed building, the current proposals involve a built footprint of approximately 70,000 sq.m., only slightly smaller than the extant consent. As a consequence the applicant’s proposition that increased building height is partly offset by reduced footprint is marginal. Nevertheless, the increased stand-off to site boundaries is considered to be material.

6.23 In order to reduce the impact of the proposals on visual receptors, the proposals rely on the mitigation measures, in the form of the landscape buffer, which have been implemented via 13/00433/CV. As the planting in this buffer matures it will provide some screening of the lower parts of the buildings and associated parking and service areas. However, it emphasised that due to the height and mass of the main buildings (warehouse / offices / decked car park) it is not possible for the planting to completely screen the development. Indeed, given the marshland character of the landscape, it is not desirable to plant a continuous band of trees or shrubs to “shield” the site from views. The proposed warehouse / office building would be a significant built structure and, if approved and built, would be one of the largest structure in the Borough with regard to footprint and floorspace. In order to articulate and “break up” the large expanse of walls the proposed elevations include bands of windows to each floor, the use of vertical contrast cladding to provide vertical emphasis into an essentially horizontal building and, most crucially, the random arrangement of shades of grey cladding for the main warehouse walls. This random arrangement of a palette of different coloured cladding has been successfully used on a much smaller scale at the RSPB visitor centre building at Purfleet. A similar random arrangement of cladding is proposed for the decked car park. This approach to enlivening the elevations of a large structure is considered appropriate.

6.24 In conclusion under this heading, the additional landscape and visual impact of the current proposals, assessed against the baseline of the existing consented development parameters is considered to be of only slight significance. Although the proposed structure is taller than the parameters established by the outline planning permission, it would be located further away from the closest residential receptors located to the south. Consequently there are no objections to the proposals on the grounds of landscape or visual impact.

6.25 III. ECOLOGY

The ES accompanying the 2010 outline planning application (10/50157/TTGOUT) included a detailed ecological survey of the site and adjacent areas. The survey confirmed the presence of protected species, namely water voles within the Chadwell Sewer (immediately to the best of the 'main' site) and common lizard, slow worm and minor badger setts on the 'main' site. Important, though not protected, invertebrate species were also encountered on some of the former habitats on-site. The outline planning permission was granted subject to ecological mitigation and compensation requirements. These included the translocation of reptiles (lizards and slow worms) from the site, localised mitigation works for badgers, water voles and invertebrates and the creation of off-site habitat for invertebrates. These various mitigation and compensation works have been completed and the 'main' site has been cleared and subject to land-raising. Consequently, the current habitat of the 'main' site comprises bare ground with some spoil heaps which are of little or no ecological value. However, the ditches and associated vegetation at the boundaries of the site are assessed as of value for water voles and some invertebrates.

6.26 The proposals would have no significant direct impact upon the landscape buffer which has been formed around the perimeter of the 'main' site, although a section of this buffer would be removed in order to accommodate the car park / bus access route. The ES identifies the possibility of nesting birds using residual on-site habitats following clearance and land-raising. However, the most significant potential ecological impact of the proposals is associated with the proposed crossing of the Chadwell Sewer watercourse and ditch required to form the car park / bus access. These access works would require the construction of culverts which could potentially impact on water voles, invertebrates, breeding birds or potentially reptiles which may have colonised the ditch habitat.

6.27 The ES identifies potential mitigation measures to avoid impact, including the clearance of vegetation outside of the bird nesting season and the survey / monitoring of any water vole burrows prior to the commencement of construction.

6.28 The Council's ecological advisor notes that the 'main' site has been cleared of ecological interest and that the proposals would not have any significant ecological effects. The previously approved mitigation measures are therefore sufficient.

6.29 IV. CULTURAL HERITAGE & ARCHAEOLOGY

The outline planning permission (10/50157/TTGOUT) was subject to a condition requiring a programme of archaeological investigation for the site, to be undertaken in accordance with an agreed written scheme. The written scheme of investigation was subsequently submitted to the Council and approved via application ref. 12/01002/CONDC. A programme of intrusive archaeological investigations on the site followed, principally recording the succession of peat levels below the site, these levels reflecting the environment of the River Thames estuary over time and in particular the changes in sea levels. Prehistoric human activity in the form of woodland clearance was also recorded.

6.30 As archaeological investigation of the site has been completed this issue need not be considered further. The consultation response received from Essex County Council (Archaeology) does not recommend any further archaeological planning conditions.

6.31 V. TRANSPORTATION

The application is accompanied by a Transport Assessment (TA), and draft Travel Plan (TP) and transportation forms a chapter heading within the submitted ES. By way of background context, the outline planning consent has an associated impact on the highway network which has been accepted, subject to mitigation. Nevertheless, the current proposals involve the creation of significant additional floorspace compared to the outline planning permission and would employ considerably more staff compared to the 'baseline' of the outline planning permission.

6.32 Although the development would generate large numbers of HGV movements, given the 24 hour operation of the proposed fulfilment centre HGV movements are likely to be distributed across a 24-hour period. HGV access into the site would only be taken from the Asda roundabout, which has been recently reconfigured to create the access road arm. The site layout includes 15 no. HGV waiting spaces located at the HGV entry gatehouse, 94 no. HGV parking spaces located on the northern side of the service yard and an additional HGV parking area for a further 73 vehicles. These facilities, in addition to the 'casual user' haulier park located next to the Travis Perkins plot combine to create sufficient parking, waiting and welfare facilities for HGVs. These measures should ensure that HGV movements do not affect peak hour flows on the road network. At the time of the outline planning permission Highways England requested planning conditions to require a freight quality management plan and an operational performance plan. Similar requirements would need to apply to the current proposals.

6.33 A key difference between the outline planning permission and the current proposals is the significant increase in the number of staff employed by the potential operator of the fulfilment centre. Based upon the HCA Employment Density Guide (2015)

the existing approved Class B8 development on the ‘main’ site (up to 75,278 sq.m.) could potentially generate between 790 and 1,075 new FTE jobs. However, the intended operator of the fulfilment centre proposes approximately 3,510 FTE jobs over a 24-hour period on a two shift pattern. Compared to the outline planning permission the proposals have the potential to generate far higher employee vehicle movements, especially at shift changeover periods.

6.34 The TA therefore undertakes an assessment of trip generation for fulfilment centre staff based on the proposed staggered morning and evening shifts set out below:

	Morning Shift		Evening Shift	
	Stagger 1 07.30- 18.00hrs	Stagger 2 08.00- 18.30hrs	Stagger 1 18.45- 05.15hrs	Stagger 2 19.15- 05.45hrs
Employees	570	1,100	570	1,100

6.35 The TA acknowledges that the staff shift changeover will result in an “intense” period of traffic generation where 1,670 staff will exit the site with a further 1,670 staff entering the site during a 75 minute period. On the basis of Thurrock Census data from 2011 it could be expected that car-borne journeys would comprise 83% of all journeys to work. The applicant’s analysis suggests that the proposals would generate 2,758 two-way (car and HGV) movements during both the morning and evening shift changeover periods. Compared to the permitted traffic flows associated with the outline planning permission this figure represents an increase of 2,328 two-way movements in the morning changeover and 2,338 two-way movements in the evening changeover. Outside of the shift changeover periods the development would generate significantly less traffic.

6.36 The TA further assesses these predicted traffic flows on the operation of the Asda roundabout junction and the proposed Dock Road access. The TA predicts that no significant delay would result on Dock Road as a result of the introduction of the new roundabout junction. With regard to the Asda roundabout junction, modelling in the TA suggests that the junction is currently operating within capacity for the proposed morning and evening shift changeover periods. For a design year of 2017 without the proposed development, the Asda roundabout is also modelled to operate within or at capacity during the changeover periods. However, modelling for a 2017 design year with the proposed development and with originally proposed TP measures resulted in high ratio of flow to capacity (RFC) figures and resultant queuing on arms of the Asda roundabout during changeovers. This modelling work assumed a 10% reduction in the number of car-borne journeys to be secured through TP measures.

6.37 In response to this modelled impact on the Asda roundabout junction the applicant was requested to adopt more aspirational targets for model shift (in favour of

sustainable transport means) in order to further reduce vehicle flows and therefore potential impact on junctions

6.38 Travel Plan (TP) measures:

Due to the numbers of staff employed by the potential occupier of the building and the period of intense activity associated with the morning and evening staff changeover periods, the implementation, management and monitoring of robust TP measures are particularly important in reducing single-occupancy car journeys and thereby mitigating impact on the surrounding highway network. Robust TP measures are also relevant given the large number of staff car parking spaces proposed.

6.39 Since the submission of the original TP, updated TP targets have been promoted by the applicant, aspiring to a mode shift of 21%. In setting higher targets for use of sustainable transport modes, it should be noted that the site is close to two bus services operating Mondays Saturdays and one service operating on a Sunday. The site is also a short walking distance from Tilbury Town railways station, which is connected to the Gravesend ferry by a bus service. The following measures are promoted in the TP (as amended):

- new dedicated bus services to the site (four services operating along two routes), each route operated twice to serve the staggers for each shift;
- interest-free season ticket loans for rail users;
- allocation of preferential car parking spaces to car sharers; and
- establishment of a Tilbury Travel Plan Steering Group.

6.40 In addition to these TP measures, the applicant has offered a number of financial contributions (to be secured through s.106 legal agreement) which would promote the accessibility of the site to sustainable transport modes as below:

- financial contribution of £50,000 per annum for a period of 7 years (total £350,000) towards the running of the Tilbury-Gravesend ferry;
- financial contribution of £75,000 towards the provision of improved cycle links to the site;
- financial contribution of £50,000 towards the provision of improved pedestrian / cycle crossing facilities across Thurrock Park Way; and
- to provide a new pedestrian / cycle way linking Dock Road to the Asda site via the 'Island' site and under St. Andrew's Road (A1089(T)), including a temporary route pending the construction of development on the 'Island' site.

6.41 Officers consider that these potential s.106 obligations satisfy the relevant policy requirements of being necessary to make the development acceptable in planning

terms, being directly related to the development and fairly and being reasonably related in scale and kind to the development. Although not directly relevant to the current proposals, Members are reminded that obligations within the s.106 legal agreement for the outline planning permission have already secured a financial contribution of £300,000 to be spent towards the improvement of pedestrian and cycle facilities between the London Distribution Park site and the railway station and the enhancement of the station itself, including bus waiting facilities.

6.42 In conclusion under this heading, the proposed morning and evening staff shift changeover periods have the potential to generate a significant number of vehicle movements which could impact upon the operation of the Asda roundabout road. Mitigation measures are therefore required. The applicant has presented more aspirational modal shift targets within updated TP measures and has offered a package of financial contributions towards physical measures to enhance the accessibility of the site to sustainable transport modes. Subject to this range of measures, to be secured in a s.106 legal agreement no objections are raised on the grounds of impact on the highways network.

6.43 VI. SOCIO-ECONOMIC CONSIDERATIONS

The ES includes an analysis of the socio-economic impacts of the development and is complemented by an accompanying Economic Impact Assessment. The applicant’s assessments provide a useful baseline of the current socio-economic situation in Thurrock and within a wider study area of surrounding Boroughs (Barking & Dagenham, Havering, Brentwood, Basildon and Castle Point). Official labour market statistics are also available for Ward-level based on 2011 census profiles. A selection of socio-economic indicators comparing Thurrock to the East of England region and the national picture are set out in the tables below:

<u>Socio-Economic Indicator</u>	<u>Thurrock</u>	<u>East of England</u>	<u>Great Britain</u>
% population aged 16-64 (2014)	64.2%	62.0%	63.5%
Economically active (2014/15)	77.7%	80.2%	77.7%
Economically inactive (2014/15)	22.3%	19.8%	22.3%
Jobseeker’s Allowance claimants (Jan. 2016)	1.5%	1.1%	1.5%

<u>Employment by occupation (2014/15)</u>			
	<u>Thurrock</u>	<u>East of England</u>	<u>Great Britain</u>
Managers, directors & senior officials	9.9%	10.6%	10.3%
Professional occupations	13.7%	19.4%	19.7%
Associate professional & technical	11.3%	14.8%	14.1%
Administrative & secretarial	13.1%	10.9%	10.7%
Skilled trades	10.2%	11.2%	10.6%

Caring, leisure & service	9.5%	8.9%	9.3%
Sales & customer service	9.4%	7.2%	7.7%
Process plant & machine operatives	7.7%	6.3%	6.3%
Elementary occupations	15.0%	10.4%	10.8%

Employee jobs (2014)			
	Thurrock	East of England	Great Britain
Agriculture & mining	0.1%	0.3%	0.4%
Energy & water	1.3%	0.9%	1.1%
Manufacturing	5.0%	8.5%	8.5%
Construction	5.2%	5.4%	4.5%
Services	88.4%	84.8%	85.6%
Wholesale & retail	29.2%	17.7%	15.9%
Transport & storage	13.2%	4.4%	4.5%
Accommodation & food services	7.2%	6.9%	7.1%
Information & communication	1.5%	4.1%	4.1%
Financial & business services	14.6%	22.8%	22.2%
Public administration, education & health	20.0%	24.8%	27.4%
Other services	2.8%	4.1%	4.4%

Qualifications (2014)			
	Thurrock	East of England	Great Britain
NVQ4 and above	26.0%	33.1%	36.0%
NVQ3 and above	44.2%	54.1%	56.7%
NVQ2 and above	62.3%	72.1%	73.3%
NVQ1 and above	79.2%	86.0%	85.0%
Other qualifications	8.6%	5.9%	6.2%
No qualifications	12.2%	8.1%	8.8%

6.44 The following headlines can be drawn from this socio-economic data:

- Thurrock’s economically active population is lower than the region figure, but is consistent with the national average;
- those members of the working age population seeking Jobseeker’s allowance is proportionally higher in Thurrock than the region, but similar to the national figure;
- the proportion of Thurrock employees engaged in managerial, professional and associate professional occupations is materially lower than the regional and national average;
- the proportion of Thurrock employees engaged in elementary occupations is materially higher than the regional and national average;

- the proportion of employees jobs in Thurrock engaged in the wholesale, retail, transport and storage sectors is materially larger than the regional and national proportion; and
- Thurrock has a lower proportion of residents with higher qualifications (HND, degree or equivalent) and a higher proportion of residents with no qualifications compared to the regional and national average.

6.45 A number of socio-economic indicators are also available at ward level and data for the two closest wards to the application site (Tilbury Riverside & Thurrock Park and Tilbury St. Chad's) compared to the picture for Thurrock as a whole is presented in the table below:

Population aged 16-64	<u>Tilbury Riverside & Thurrock Park</u>	<u>Tilbury St. Chad's</u>	<u>Thurrock</u>
Economically active (2011)	75.5%	73.3%	80.1%
Economically inactive (2011)	24.5%	26.7	19.9%

Jobseeker's Allowance claimants (Jan. 2016)	3.0%	2.7%	1.5%
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Employment by occupation (2011)			
	<u>Tilbury Riverside & Thurrock Park</u>	<u>Tilbury St. Chad's</u>	<u>Thurrock</u>
Managers, directors & senior officials	7.2%	7.6%	9.4%
Professional occupations	7.8%	7.8%%	11.3%
Associate professional & technical	6.6%	7.3%	10.9%
Administrative & secretarial	13.3%	12.3%	14.8%
Skilled trades	11.8%	11.1%	12.5%
Personal services	10.2%	9.4%	8.3%
Sales & customer service	11.8%	11.8%	10.0%
Process plant & machine operatives	13.5%	13.9%	10.3%
Elementary occupations	17.7%	18.9%	12.6%

Qualifications (2011)			
	<u>Tilbury Riverside & Thurrock Park</u>	<u>Tilbury St. Chad's</u>	<u>Thurrock</u>
NVQ4 and above	14.6%	13.3%	19.3%
NVQ3 and above	9.4%	10.3%	12.5%
NVQ2 and above	17.5%	18.3%	20.0%
NVQ1 and above	22.6%	19.6%	20.6%

Other qualifications	9.9%	8.8%	9.3%
No qualifications	26.0%	29.6%	18.3%

6.46 Socio-economic data from the two wards closest to the application site confirms:

- the proportion of the working age population claiming Jobseeker's Allowance is higher than the Thurrock average;
- the proportion of employees engaged in professional occupations is below the Thurrock average;
- the proportion of employees engaged in elementary occupations is above the Thurrock average; and
- the proportion of the working age population with no qualifications is above the Thurrock average.

6.47 The ES predicts that, if approved, the construction phase of the development would directly support 193 jobs over the period of construction (2016-17). In addition to the temporary jobs created during construction, the ES suggests that other benefits to the economy would comprise local sourcing of materials, use of local support facilities and increased local spending. The applicant considers that a further 28 indirect full-time equivalent jobs could be supported over the temporary construction phase.

6.48 During operation of the development (if approved) the proposed occupier of the building would potentially employ a significant number of workers on a full-time basis. During the normal operation of the proposed fulfilment centre some 3,510 workers, principally engaged in elementary occupations, would be employed. The ES also suggests during the busiest period of the year (in the run-up to Christmas) approximately 800 further employees, engaged in elementary occupations, would be employed by the intended occupier. The ES predicts that during normal operation of the fulfilment centre a further £58 million would be added to the economy from direct employment at the site. It could be expected that further new jobs would be indirectly created and supported through the operation of the proposed fulfilment centre.

6.49 The operation of the proposed fulfilment centre would therefore potentially create a significant number of new jobs to the benefit of the local and wider economy. The elementary occupations sought by the intended occupier of the building would be likely to suit jobseekers within the Tilbury area surrounding the site, the surrounding Thurrock area and wider study area assessed by the ES. The positive contribution which the proposals could make towards the economy and job creation are therefore supported.

6.50 In order to capitalise on the socio-economic benefits which the development could bring, the ES suggests the potential use of local labour, local procurement of services etc. It is recommended that an obligation within a s.106 legal agreement

is necessary to require the promotion of apprenticeships, local employment and procurement during the construction and operational phases of the development. Such an obligation is considered to pass the relevant NPPF tests of being necessary, related to the development, fair and related in scale and kind to the proposals.

6.51 VII. HYDROGEOLOGY & GROUND CONDITIONS

Historically the application site formed part of the Little Thurrock / Tilbury Marshes and a succession of historic Ordnance Survey maps show the site as undeveloped, open land until the late 1930's. From this date until 1961 historic mapping shows that four small buildings were located on the southern part of the site, on the alignment of what is now Melbourne Road. By 1961 these structures have been removed and an oval-shaped running track was evident on the northern part of the 'main site', linked to Dunlop Road by a path. Mapping from 1974 showed the location of the former karting stadium on the southern part of the 'main' site with the running track no longer present. By this date, the A1089 (T) dock access road had been completed, isolating the 'island' site from the 'main' site. In terms of the former use of the 'main' site, aside from the former karting operation, the land was principally used for horse grazing. However, the site suffered from fly-tipping.

6.52 As a result of these factors, the ES accompanying the outline planning application considered the potential impact of contaminants on construction workers, future employees on the site, surrounding residents, groundwater, surface water and vegetation. The ES concluded that there was limited and localised potential for soil and groundwater contamination, but that, given the geological and hydrogeological conditions on-site, the contamination risks to groundwater and surface water were assessed as low. The outline planning permission was subject to a standard planning condition requiring a remediation strategy in the eventuality of unforeseen contamination being encountered on-site.

6.53 The current planning application does not affect the conclusions of the original ES and the planning condition to address any unforeseen contamination can be re-applied if planning permission is granted. In these circumstances the issue of impact on hydrogeology and ground conditions need not be considered further.

6.54 VIII. WATER RESOURCES

By way of background, at the time of submission of the outline planning application in 2010 the 'main' site formed part of the Tilbury flood storage area (FSA), designated as part of the functional flood plain (Flood Zone 3b). The FSA being designed and maintained to provide floodwater storage capacity. Although the Environment Agency initially objected to the outline planning application, following negotiations the Agency agreed to the principle of partially re-aligning the flood embankment, which defines the FSA, in order to remove the site from the FSA. The resultant reduction in the capacity of the FSA was considered acceptable as

the residual capacity of the FSA was sufficient for a 1 in 1,000 year flood event. The site was therefore re-designated from functional flood plain to the high risk flood zone (Zone 3b to 3a).

- 6.55 The removal of the Agency's initial objection to the outline planning application was subject to the construction of a new flood embankment to a height of 1.1m AOD along the northern and eastern boundaries of the 'main' site. The works to create this embankment were the subject of an agreement (made under the Anglian Water Act 1977) between the landowner and the Agency. This agreement was completed, allowing the Agency to remove their objection to the outline planning application on the grounds of flood risk.
- 6.56 The grant of outline planning permission (10/50157/TTGOUT) in March 2012 and subsequent approval under s.73 were subject to planning conditions requiring the provision of the re-aligned flood embankment and that development be carried in accordance with mitigation measures within the flood risk assessment. A subsequent application for the approval of reserved matters (13/00433/REM) and an application for the approval of details required by planning condition (13/00435/CONDC) were both approved and provided details of the embankment. The approved works to realignment the flood embankment have been completed. Consequently, the Environment Agency has confirmed no objection to the current application, subject to a condition requiring that development accords with mitigation measures within the flood risk assessment.
- 6.57 With reference to the proposed surface water drainage strategy, the proposals use a SUDS strategy to restrict flow rates off the site to greenfield run-off rates up to a 1 in 100 year rainfall event. The strategy promotes the use of attenuation ponds and ditches to the boundaries of the main site, before water is discharged to the Chadwell Main Sewer. However, given the size of the site, additional attenuation in the form of below ground storage may be required. The Council's Flood Risk Manager has no objection to the current application, subject to a planning condition requiring the submission, approval and implementation of details of the surface water drainage scheme.
- 6.58 In conclusion under this heading, the principal flood risk issues of realigning the flood defence, providing mitigation for flood risk and a drainage strategy were considered and agreed at the outline planning stage. The current proposals are consistent with the established strategy and, subject to conditions, no objections are raised.
- 6.59 IX. NOISE & VIBRATION

The ES accompanying the outline planning application included an assessment of the potential impacts of noise and vibration and the ES addendum submitted with the current application updates the original work and considers the following matters:

- construction noise and vibration;
- road traffic noise;
- operational noise (i.e. HGV loading / unloading);
- noise from the decked car park; and
- noise from mechanical services.

6.60 The ES includes baseline noise surveys undertaken in 2013 and updated for a number of receptors in 2015. The surveys record noise levels at sensitive residential receptor locations to the south of the ‘main’ site (Gaylor Road / Leicester Road) and to the north-west of the ‘main’ site (Salix Road / Speedwell Court).

6.61 The ES considers that construction activities (earthworks, piling etc. over a period of 81 weeks) have the potential to cause temporary disturbance to receptors located south of the site. Two scenarios are modelled by the ES: firstly where construction activities are at their closest point to the southern boundary; and secondly where construction activities are located at the centre of the ‘main’ site. The predicted significance of construction noise impacts are considered in the table below:

Receptor	Position	16B Melbourne Road	30-36 Russell Road	3 Gaylor Road	11 Leicester Road	43 Leicester Road	‘Three Acres’
Earthworks	Closest	Minor	Moderate	Moderate	Moderate	Moderate	Moderate
	Centre	Negligible	Minor	Minor	Negligible	Negligible	Negligible
Concreting	Closest	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
	Centre	Negligible	Minor	Minor	Minor	Minor	Negligible
Piling	Closest	Moderate	Moderate	Major	Major	Moderate	Major
	Centre	Moderate	Moderate	Moderate	Moderate	Minor	Moderate
Main Build	Closest	Moderate	Moderate	Moderate	Moderate	Moderate	Major
	Centre	Moderate	Moderate	Moderate	Moderate	Minor	Minor

6.62 Construction noise predictions suggest that there will be moderate adverse impacts at most receptors during the main build when works are in closest proximity to the southern site boundary. During the piling phase, major adverse impacts are predicted for receptors located at no. 3 Gaylor Road, 11 Leicester Road and ‘Three Acres’ when the plant is operating close to the receptor and moderate adverse impacts at all other receptors. These predictions are based on the piling equipment with the highest source noise levels. The predicted construction noise impacts will therefore require mitigation. When site construction activity is concentrated in the centre of the site the impacts are generally moderate during the piling and main build phases and minor or negligible during earthworks and concreting. The construction phase is predicted to last for 81 weeks, within which earthworks will occur for 10 weeks, piling for 14 weeks, concreting for 60 weeks and the main build for 71 weeks.

- 6.63 During operation of the proposed development the ES considers the potential impact of vehicular noise from cars and HGV's and noise from plant associated with the building(s) (ventilation equipment etc.).
- 6.64 Road Traffic Noise – the ES models road traffic noise using a 2015 baseline compared to a baseline in 2017 both with and without the proposed development. As with potential construction noise, the ES models sensitive residential receptors located to the south and north-west of the site. For the majority of receptors modelling predicts that daytime road traffic noise experienced by residents will decrease in the 'with development' scenario. This decrease would be caused by the screening effect of the proposed buildings. During night-time hours, the ES predicts a small increase in road traffic noise levels experienced at a limited number of residential receptors (adjoining the A1089(T)), however the increase would be negligible.
- 6.65 The proposed layout of the development includes a new access road for buses and employees cars located parallel and close to the southern boundary of the site. Therefore, the ES considers the noise impact of vehicles using this new road on residential receptors south of the site (Melbourne Road / Russell Road / Gaylor Road / Dunlop Road). The impact is modelled for the peak shift changeover times of 0500-0600 hours and 1800-1900 hours. For the majority of receptors the impact is predicted to range between 'minor adverse' to 'major adverse'. Accordingly measures are required to mitigate these potential adverse impacts.
- 6.66 Operational Noise – operations within the site, principally associated with the movement, loading and unloading of HGV's are assessed in the ES. Noise levels associated with the operation of the proposed fulfilment centre are modelled for day-time and night-time hours. During daytime hours (07.00-23.00 hours) the unmitigated impacts of operational noise are predicted as negligible for residential receptors to the north-west and some residential receptors located to the south. However, unmitigated operational noise impacts are assessed as minor or moderate adverse for receptors south-east of the site. During night-time hours, unmitigated operational noise impacts are modelled to be moderate or major negative for the majority of residential receptors.
- 6.67 Decked Car Park – the application proposes a multi-storey (decked) car park for staff to be located some 53-54m from the site's southern boundary and 66-67m from the nearest adjoining houses / flats. The ES therefore models the potential noise impacts from the use of this car park, assessing noise levels on the southern and eastern facades of the car park for the 05.00-06.00 hours peak and the 18.00-19.00 hours peak. For both peaks, the noise impacts on the eastern façade of the car park are assessed as 'minor'. However, on the southern façade, unmitigated noise impact at the 18.00-19.00 peak is modelled as 'major' and 'moderate' in the 05.00-06.00 peak. Consequently, mitigation of noise associated with the operation of the decked car park is required.

- 6.68 Building Services Noise – at this stage the type and location of plant on the building is not known and it is not possible to assess the potential impact of noise from this source. Nevertheless, generic mitigation measures are available, such as the use of silencers, barriers and enclosures.
- 6.69 Mitigation Measures – in order to mitigate the impacts of noise during the construction phase of development a planning condition is suggested to secure the submission, approval and implementation of a Construction Environment Management Plan (CEMP) to specifically include noise mitigation measures.
- 6.70 The proposed measures to mitigate the impact of noise during operation of the development comprise the installation of acoustic fencing (between 2.0 and 2.7m high) along site boundaries and the use of acoustic panel cladding on the decked car park. With mitigation, the predicted impact of road traffic noise on receptors is, at worst, negligible and beneficial for most receptors. With reference to operational noise during daytime hours, the proposed mitigation measures would reduce impact to ‘negligible’ for all receptors apart from one receptor where impact would be ‘minor adverse’. During night-time hours the residual impact on receptors, with mitigation, is assessed as either ‘minor adverse’ or ‘moderate adverse’. Nevertheless, the ES notes that predicted post-mitigation operational noise impacts are based on a worst-case scenario and it is anticipated that actual impacts would be lower. The residual noise impact from activity associated with the decked car park is also assessed as either ‘minor adverse’ or ‘moderate adverse’. However, as above, this is based on a worst-case scenario and it is anticipated that actual impacts would be lower.
- 6.71 Comments received from the Council’s Environmental Health Officer (EHO) confirm that a condition could be used, if planning permission is granted, to control construction noise through a CEMP. With reference to operational noise, the EHO notes that with the proposed mitigation measures the operational noise impacts are minimised as far as is reasonable. The provision of noise barriers can be secured by the use of planning condition. Similarly, planning conditions can be used to require use of acoustic cladding on the decked car park and mitigation for mechanical services on the building.
- 6.72 In light of the above, and subject to planning conditions, there are no objections to the proposals under this heading.

6.73 X. AIR QUALITY

The ES considers potential impacts on air quality during both the construction and operation of the proposed development. During construction, sensitive receptors are identified as located close to the boundaries of the application site, whereas during operation receptors are identified in a wider geographical area associated with Air Quality Management Areas (AQMAs), in particular adjacent to the A13 /

A1306 (Warren Terrace) designated for nitrogen oxide (NO₂) and particulate matter (PM10).

- 6.74 During construction of the development (if approved) activities have the potential to generate dust over an approximate 19 month long (81 week) construction period. As there are no structures currently on-site, the impacts on air quality arising from demolition have been discounted from consideration by the ES. Earthworks on the main site, associated with the formation of the re-aligned flood defence and land-raising, have already been undertaken. Further earthworks would be required as part of the construction phase, though for a relatively short period of some 10 weeks. During the 'main' construction activities impacts on air quality could arise from storage and handling of materials. Finally, the impacts of construction traffic on air quality are considered by the ES. The potential magnitude of these construction activities on air quality are assessed as either "medium" (earthworks and construction) or "small" (construction traffic).
- 6.75 The closest sensitive (residential) receptors to the site are located to the south at Gaylor Road, Russell Road, Dunlop Road and Leicester Road. As the prevailing direction of wind is from the south-west (with a secondary wind direction from the east), the ES predicts that residential receptors will have a low sensitivity to dust generated during construction. However, mitigation measures to be incorporated into a CEMP are promoted by the ES.
- 6.76 The Council's EHO considers that methods for the control of dust during construction should be agreed prior to work commencing, via a CEMP. This matter can be secured through the use of a planning condition.
- 6.77 With regard to operational impacts of the proposed development on air quality, the ES considers the effect on vehicle emissions on a total of 8 receptor locations (located close to the south and north-western site boundaries and within the A13 / A1306 (Warren Terrace) AQMA). The ES models a "negligible" impact on these receptors for the "with development" scenario in respect of PM10. However, the applicant's air quality assessment as originally submitted, modelled either a "slight adverse" or "substantial adverse" impact in respect of NO₂ for 3 receptor locations at the Warren Terrace AQMA.
- 6.78 In response to the applicant's initial modelling, the Council's EHO expressed concerns regarding the methodology of the air quality modelling and the results which showed a significant increase in annual mean NO₂ concentrations for the 3 receptors. The Council's EHO advised that the modelling was re-run with amendments to the model inputs, as it was possible that the impacts were overemphasised.
- 6.79 The applicant subsequently submitted a revised air quality impact assessment for the relevant AQMA, which concludes a "negligible" impact on receptors. Updated consultation comments from the Council's EHO confirm that the air quality

modelling results are now in line with expectations producing negligible results for all receptors. The ES promotes a low emissions strategy as mitigation for operational impacts on air quality and the Council's EHO recommends that a planning condition is used to secure such a strategy.

6.80 XI. NATURAL RESOURCES & WASTE

The ES accompanying the outline planning permission noted that the original proposals involved the formation of development platforms on the site. The creation of these platforms required both the excavation and importation of material to the site to create the required ground levels. As these agreed works have been completed, there will be no further export of material from the site.

6.81 XII. AMENITY ISSUES

Issues of noise, air quality and landscape and visual impact are considered as specific chapters within this report. However, it is also necessary to consider whether the proposals raise amenity implications for those residential occupiers living close to the site. In this respect Core Strategy policy PMD1 (as amended) includes a list of amenity 'topics' which may be relevant to the consideration of a planning application including, inter-alia:

- light pollution;
- invasion of privacy; and
- loss of light.

6.82 With regard to the assessment of potential light pollution from the development, the application is accompanied by an External Lighting Assessment Report. This report is based upon an indicative external lighting scheme for the site using LED luminaires either fixed to columns (5m, 10m or 12m high) or directly to the proposed building(s). The lighting scheme has been designed to accord with BS 5489-1:2013 (Code for practice for the design of road lighting) with specific luminance levels achieved for the internal site roads, parking areas and loading / unloading areas. Of more relevance to planning, the lighting scheme also takes into account the "Guidance Notes for the Reduction of Obtrusive Light (2011) produced by the Institution of Lighting Professionals. This guidance recommends that local planning authorities specify environmental zones for exterior lighting control within development plans. In this case, the submitted Report allocates the site as within zone E2, defined as an area of 'low district brightness', where a maximum 'sky glow' (upward light spill) of 2.5% is recommended. It is considered that the allocation of the site as within zone E2 is reasonable. All of the luminaires proposed have an upward light spill of 0%, exceeding the recommended figure. Proposed luminaires are also design to ensure that that the main beam angle of all lights directed towards any potential observer is not more than 70°. This will ensure that glare is reduced in accordance with Guidance Note recommendations. A plan

plotting the predicted ground level luminance levels suggests that light spill from the proposals would not encroach beyond site boundaries.

- 6.83 With regard to issues of privacy, the closest built structure to dwellings south of the site would be the proposed decked car park, located 53-54m from the site boundary and 66-67m from the closest house or flat. As the southern façade of the decked car park is essentially solid, in order to mitigate vehicle noise, the opportunities for overlooking of adjoining gardens from users of the car park are negligible.
- 6.84 Upper storey windows within the office element of the building would be located 94m from the site's southern boundary and 107m from the nearest house / flat. These windows principally serve the staff canteen / break / rest room areas. Although the windows are 'full-height' they are located a significant distance from adjoining properties so as not to result in opportunities for unacceptable overlooking. The windows are proposed as tinted to reduce potential glare.
- 6.85 Consequently it is considered that the proposals would not cause unacceptable loss of through loss of privacy or a perception of overlooking.
- 6.86 The industry-standard reference for the achievement of good daylighting is the Building Research Establishment (BRE) paper 'Site Layout Planning for Daylight'. The BRE paper suggests that in order to safeguard daylight to existing buildings new development should not subtend a 25° angle to the horizontal drawn from the middle of the lowest affected window(s). As applied from the closest dwellings located to the south of the site, the proposed development comfortably passes the BRE 'test' for daylighting. As the development is located to the north of these nearest residential neighbours, there are no implications with regard to overshadowing or loss of sunlight.
- 6.87 XIII. DESIGN ISSUES

The proposals are for a large building containing a significant floorspace total arranged over several floors. With a gross internal floorspace of 204,820 sq.m. the proposed building would probably be the largest building, with reference to floorspace, in the Borough. In order to accommodate the proposed operations within the fulfilment centre, the building is also relatively tall at 21.85m AOD. The floorspace and building height combine to create a large building volume and the treatment of the bulk and volume of the buildings in design terms is an important planning consideration.

- 6.88 As noted at paragraph 4.6 above the submitted proposals have been scrutinised via a Design Council / CABE Design Review. A full summary of the Design Review comments are listed above. However, in brief the Review considered that the original proposals could be further developed to enhance the pedestrian and worker experience through revisions to the building main entrance / surface parking area, office elevations and pedestrian links to the south.

- 6.89 In terms of the site layout, the proposals arrange HGV movements and associated parking and service areas on the northern and eastern side of the site. Whereas the building 'front', building entrance and main pedestrian activity would be associated with the southern façade of the building. As originally submitted, the definition of the main entrance was considered imprecise and the pedestrian 'experience' close to the building entrance was dominated by surface car parking. In addition, the potential pedestrian / cycle link through the landscape buffer south of the site to connect to Dunlop Road and the town centre beyond was unclear.
- 6.90 A series of revised plans have now been submitted to address these issues as detailed below:
- main entrance of the building detailed in a contrast cladding colour to highlight the 'front-door' of the building;
 - introduction of tree planting within the surface car parking area, either side of the car park access road and outside of the main entrance (to create an entrance piazza); and
 - introduction of a link path connecting the proposed entrance piazza to the southern landscape buffer and Dunlop road beyond.
- 6.91 It is considered that these amendments address a number of the points raised by the Design Review with regard to site layout issues.
- 6.92 With reference to building elevations, the Design Review encouraged a simpler design approach for the warehouse element, with a more creative and bolder approach to the office element. In pre-application discussions with the applicant, a variety of solutions to the external appearance of the building were discussed and the submitted application closely corresponds to the preferred option expressed by Officers. Members will be well aware that the consideration of external appearance is to a large degree subjective. As the warehouse building would be a structure of substantial dimensions (371m (l) x 137m (w) x 22m (h)) and relatively simple in shape, the approach to the external appearance is key. As with any modern warehousing building, the structure will be formed from insulated metal-faced cladding panels within a steel frame. Initial options for the treatment of cladding included a simple horizontal layering of grey-coloured panels. However, it was considered that such an approach reinforced the horizontal emphasis of the structure.
- 6.93 The approach to appearance within the submitted proposals is to use a limited palette of grey coloured cladding (3 colours) with panels arranged randomly in order to disguise the mass of the building. The horizontal emphasis of the building (especially on its long northern and southern elevations) is further articulated by the use of contrast colour vertical panels and the full-height circulation cores and external stairs, which are treated in one colour. It is considered that these features

successfully articulate the mass of the warehouse building. The office element of the proposals would be treated differently, with extensive use of full height glazing. As noted above, revised plans now provide a clearer main entrance on the southern elevation. Similar to the main warehouse building, the proposed decked car park would also use a random pattern of cladding in 3 grey colours, although the grid within which the cladding is arranged is on a smaller scale than the main building. Although the constituent parts of the buildings (warehouse / offices / decked car park) are recognisable as discrete elements, as a whole the proposals present a unified design approach.

6.94 The design of the development is supported and would represent a marked improvement on recent examples of conventional Class B8 development elsewhere in the Borough.

6.95 XIV. SUSTAINABILITY

Core Strategy policies PMD12 and PMD13 (as amended) require compliance with BREEAM standards and provision of on-site renewable energy respectively. With regard to BREEAM, policy PMD12 requires “where appropriate” the achievement of BREEAM “excellent” standard from 2016. In this case the original outline planning permission for the site (as amended) was subject to a planning condition requiring BREEAM “very good” and the Travis Perkins warehouse has been built to this standard. As it is the case that the site could be developed pursuant to the outline permission, it would be unreasonable to insist upon the higher BREEAM rating of “excellent”.

6.96 The planning application is accompanied by an “Energy Statement” which confirms that the final building design will meet BREEAM “very good” as a minimum and that the building will achieve an Energy Performance Rating of “A”. The Statement also assesses the feasibility of deploying decentralised, renewable and low-carbon energy generation technologies on the site and concludes that roof-mounted photovoltaic (PV) panels and solar thermal hot water are viable. The applicant suggest that these technologies could exceed the 15% target set out in policy PMD13.

6.97 Planning conditions can be used to secure the relevant BREEAM standard and provision of renewable electricity technologies.

6.98 The proposals include the provision of a green roof located on top of the office building. The area of the green roof would be significant and would probably be the large single green roof in the Borough. These features can bring benefits for energy efficiency, surface water run-off and biodiversity. Accordingly, the proposed green roof is welcomed.

7.0 CONCLUSIONS AND REASONS FOR RECOMMENDATION

The current proposal for a fulfilment centre follows, and is consistent with, the principal of Class B8 use for the site established through the outline planning permission (as amended). Consequently, there are no objections to the principal of the land use. The proposed occupier of the fulfilment would create a significant of new FTE jobs over and above those associated with a conventional Class B8 development. Subject to appropriate planning conditions there are no objections to the proposals on the grounds of flood risk, ecology, ground conditions, noise, air quality, impact on amenity, design or impact on landscape and visual receptors. There would be significant traffic movements associated with proposed staff shift changeover patterns. However, subject to appropriate mitigation it is considered that residual impacts on the highway network would not be severe.

- 7.1 In coming to its view on the proposed development the content of the ES submitted with the application has been taken into account as well as representations that have been submitted by third parties. The ES considers the potential impacts of the proposal on a range of receptors and sets out mitigation measures. Subject to appropriate mitigation which can be secured through planning conditions, the ES concludes that any impact arising from the construction and operation of the development would be within acceptable limits. Having taken into account representations received, it is considered that the proposed development is acceptable, subject to compliance with a number of planning conditions that are imposed upon the permission. Therefore, it is recommended that planning permission is granted, subject to the recommendation set out below.

8.0 RECOMMENDATION

Grant planning permission subject to:

A: the applicant and those with an interest in the land entering into an obligation under section 106 of the Town and Country Planning Act 1990 with the following heads of terms:

- i Tilbury / Gravesend passenger ferry contribution:

To pay to the Council a commuted sum equivalent to £50,000 per annum for 7 years (total £350,000) towards the running of the Ferry between Tilbury riverside and Gravesend

- ii. Cycle link contribution:

To pay to the Council a sum of £75,000 towards the provision of improved cycle links to the application site; in particular but not limited to, improvements to Thurrock Park Way and the proposed link to Manor Road.

- iii. Pedestrian / cycle crossing contribution:

To pay to the Council a sum of £50,000 towards the provision of improved crossing facilities on Thurrock Park Way (linking the site to the Asda supermarket) including (but not limited to) the provision of a Toucan Crossing (cyclists and pedestrians) across Thurrock Parkway.

iv. Tilbury hub / pop-up job centre contribution:

To pay the Council a sum of £10,000 to allow the use of space in Tilbury Town Centre at Tilbury Hub or elsewhere to allow for the provision of advertisement of employment opportunities at the development.

v. Pedestrian and cycle link:

To provide a new pedestrian cycleway linking Dock Road and the Asda site, via the Island Site and under St Andrews Road, including a temporary route pending the construction of development on the Island Site, save that the Council, in consultation with the local community considers the route to be unsafe pending the construction of development on the Island site.

vi. A1089(T) pedestrian / cycle facilities contribution:

A financial contribution of £105,000, payable prior to first occupation or operational use of the development, towards the improvement of pedestrian / cycle facilities alongside the A1089(T) north of the Asda roundabout junction.

vii. Travel Plan:

To submit a Travel Plan (in broad accordance with the Travel Plan (dated 11.12.15) as subsequently supplemented by the Technical Note ref. PH/RH/ITL10336-005 TN) to the appropriate Highway Authorities for written approval and to implement and monitor the agreed Travel Plan measures. The submitted Travel Plan shall specifically address, but not necessarily be limited to, the following issues:

- provision of interest-free rail season ticket loans;
- provision of dedicated and free for staff bus services for employees to be operated over the lifetime of the development. A minimum of 4 services per shift over 2 shifts shall be provided with vehicles of a minimum capacity of 49 seats;
- establishment and operation of a Tilbury Travel Plan Steering Group;

- details of preferential car-share parking areas;
- provision of electric vehicle charging points;
- the provision of a travel plan co-ordinator; and
- prior to first occupation or operational use to provide a Travel Plan Bond of £108,000 held in an Escrow account paid through the s.106 agreement. The Bond to be used to investigate and implement additional travel planning measures in circumstances where car parking numbers in the decked car park exceed 1,140 (in addition to the 196 surface level car parking spaces).

viii. Apprenticeships. local employment and procurement

Prior to commencement of development to submit to the Council for approval an Employment and Skills Plan (ESP) and not to Implement the Development or permit Implementation of the Development until the ESP has been approved by the Council. The ESP shall, inter-alia:

- include arrangements setting out how the owner / developer / occupier and their contractors will work directly with Thurrock's Economic Development and Skills Partnership (EDSP) and local employment / training agencies as part of an employment and training consortium;
- specify the provision for training opportunities and other initiatives in respect of the vocational and employability skills required by the owner / developer / occupier and their contractors for any new jobs and business opportunities created by the Development;
- following approval of the ESP, the owner / developer / occupier will implement and where necessary procure implementation and promote the objectives of the approved ESP and ensure that so far as is reasonably practicable the objectives are met;
 - the ESP will commit to maximising employment of Thurrock residents on-site by setting targets during the construction and operational phases;
 - the ESP shall contain commitments to create Apprenticeships during construction and operation of the development;
 - the ESP will include measures to maximise supply chain opportunities for business in Thurrock and surrounding area; and
 - the ESP will include commitments to monitoring and the provision of monitoring information.

ix. Monitoring contribution:

On first occupation of the development, payment of £10,000 to the Council to cover the local planning authority’s reasonable costs in monitoring compliance with the s.106 planning obligations.

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

Phasing:

2. Prior to the commencement of development, a phasing strategy for the delivery of the development hereby approved, including the trigger points for approval of details reserved by condition, shall be submitted to and approved in writing by the local planning authority. For the avoidance of doubt, the strategy shall include, but not be limited to:

- commencement of development on site
- key milestones in the development of the site;
- timescales for installation of utilities;
- phases of development of the building(s);
- timings for installation of hard and soft landscaping;
- associated timings for discharge of conditions.

The development shall thereafter be carried out in accordance with the approved phasing strategy.

REASON: In order to establish a phasing programme for the delivery of the development in the interests of clarity.

Accordance with plans:

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

Drawing Reference	Title
ANT-30813-PL-100 C	Site Location
ANT-30813-PL-101 D	Site Layout
ANT-30813-PL-102 B	Warehouse Level 1
ANT-30813-PL-103 B	Warehouse Level 2
ANT-30813-PL-104 B	Warehouse Level 3

ANT-30813-PL-105 B	Warehouse Level 4
ANT-30813-PL-106 B	Warehouse Level 5
ANT-30813-PL-107 B	Warehouse Level 6
ANT-30813-PL-109 B	Office Level 1 Pod Levels 1, 2 & 3
ANT-30813-PL-110 B	Office Level 3
ANT-30813-PL-111 B	Indicative Sections
ANT-30813-PL-112 C	Elevations
ANT-30813-PL-113 C	Elevations Office and Office Pod
ANT-30813-PL-114 B	Decked Carpark Floor Plans Levels 1 & 2 (Sheet 1 of 2)
ANT-30813-PL-115 B	Decked Carpark Floor Plans Levels 3 & 4 (Sheet 2 of 2)
ANT-30813-PL-116 B	Decked Car Parking Elevations
ANT-30813-PL-117 B	Truck Drivers Toilet Plan and Elevations
ANT-30813-PL-118 B	Exit Gatehouse Plans and Elevations
ANT-30813-PL-119 D	Illustrative Coloured Site Layout
ANT-30813-PL-120 C	Illustrative Coloured Elevation
ANT-30813-PL-121 B	Entrance Gatehouse Plan and Elevations
ITB10336-GA-004 A	Proposed Roundabout South West Corner of Site Along A126 Dock Road
2381-SK-2 B	Landscape Proposals
2381-SK-3	Tree Planting in Hard Surfaces
2381-SK-4	Typical Tree Pit Details

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

Surface water drainage:

4. In accordance with the phasing strategy approved pursuant to condition no. 2, a detailed surface water drainage scheme for the site, including pollution prevention measures shall be submitted to and approved in writing by the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:
 - i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - ii) include a period for its implementation;
 - iii) provide a management and maintenance plan of the development which shall include the arrangements for adoption by any public

authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

REASON: To ensure that adequate measures for the management of surface water are incorporated into the development in accordance with policy PMD15 of the Thurrock Core Strategy and Policies for the Management of Development DPD (2011).

CEMP:

5. Prior to the commencement of development, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority. The approved CEMP shall be adhered to throughout the construction period and shall provide detailed information under the headings of:

- public liaison;
- responses to complaints;
- monitoring and environmental management of the works;
- siting of construction compounds;
- security lighting during construction;
- dust and mud control measures during construction;
- noise mitigation measures.

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

Contamination:

6. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing by the local planning authority) shall be carried out until the developer has submitted to 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.

REASON: To protect the water environment in accordance with policy PMD1 of the Thurrock Core Strategy and Policies for the Management of Development DPD (2011).

Water resource efficiency:

7. In accordance with the phasing strategy approved under condition 2, a scheme for the provision and implementation of water resource

efficiency measures, based upon the principles and strategy established by documentation supporting the application for the partial discharge of condition reference 13/00136/CONDC shall be submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved scheme before occupancy of that phase or stage of development.

REASON: To ensure the sustainability of the potable water supply to the development and wider area through efficient use of water resources in accordance with policy PMD12 of the Thurrock Core Strategy and Policies for the Management of Development DPD (2011).

Energy & resource efficiency:

8. In accordance with the phasing strategy approved under condition 2, a scheme for the provision and implementation of energy and resource efficiency measures during the construction and operational phases of development, based upon the principles and strategy established by documentation supporting the application for the partial discharge of condition reference 13/00136/CONDC, shall be submitted to and approved in writing by the local planning authority. The measures shall include proposals for decentralised and/or renewable or low carbon energy generation technologies on-site to secure at least 15% of the energy needs of the development. The approved measures shall be installed and operational on the first occupation of the development and shall be retained thereafter.

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

Flood warning & evacuation:

9. Prior to occupation a Flood Warning and Evacuation Plan (FWEP) shall be submitted to and approved in writing by the local planning authority. The FWEP shall provide information and advice to users who may have to be evacuated from the site if evacuation is feasible prior to inundation. The FWEP should include actions for all users of the development to take during specific flood scenarios affecting the site including the danger of entering flood water. It should contain details as to how users of the site can avoid exposure to hazardous flooding in and around the development. Adequate provision should be made for a safe evacuation of the site and remain for a period of days in a safe refuge during flood conditions. Adequate provision should include Safe Access/Egress for emergency services. The approved FWEP shall be implemented upon

the first occupation of the development and retained thereafter.

REASON: In order 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 DPD (2011).

Flood risk:

10. Unless otherwise agreed in writing by the local planning authority, the development permitted by this planning permission shall only be carried out in accordance with the principles established by the approved Flood Risk Assessment (FRA) reference 026632 Project Next and dated August 2010 and the following mitigation measures detailed within the FRA:
 - the surface water run-off generated by the 1 in 1 year to the 1 in 100 year critical storm shall be limited to 1.34 l/sec/ha to 5 l/sec/ha, respectively;
 - demonstration that access will be provided for the improvement / protection and maintenance of existing flood defence bunds will be provided;
 - identification and provision of safe route(s) into and out of the site to an appropriate safe haven as highlighted in Figure 2-3 of Flood Evacuation Plan dated August 2010 Rev 01;
 - finished floor levels for the office and warehouse shall be set no lower than 0.35m Above Ordnance Datum (AOD);
 - finished floor levels for the refuge levels of the offices and warehouses shall be set no lower than 3.35m AOD.

REASON: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site, to ensure the structural integrity of existing and proposed flood defences thereby reducing the risk of flooding, to ensure safe access and egress from and to the site, to reduce the impact of flooding on the proposed development and future occupants and to reduce the risk of flooding to the proposed development and future occupants development in accordance with Policy PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

Boundary treatments:

11. In accordance with the phasing strategy approved under condition 2, details of the locations, heights, designs and materials of all boundary treatments, including acoustic fencing, to be erected on site shall be submitted to and approved in writing by the local planning authority. The

boundary treatments shall be completed in accordance with the approved details prior to the first occupation of the buildings and maintained thereafter.

REASON: In the interests of visual amenity, privacy and to ensure that the proposed development is satisfactorily integrated with its immediate surroundings in accordance with policies CSTP22 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

External materials:

12. In accordance with the phasing strategy approved under condition 2, details of all external materials to be used in the construction of the external surfaces of the development shall be submitted to and approved in writing by the local planning authority. For the avoidance of doubt, the Trimoterm FTV 60 acoustic panels or equivalent specification system shall be used to clad the decked car park hereby approved. The development shall be carried out in accordance with the approved details.

REASON: In the interests of visual amenity and to ensure that the proposed development is satisfactorily integrated with its surroundings in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

External lighting:

13. In accordance with the phasing strategy approved under condition 2, details of any external lighting, including details of the spread and intensity of light together with the size, scale and design of any light fittings and supports, shall be submitted to and approved in writing by the local planning authority. Thereafter, external lighting shall only be provided in accordance with the agreed details or in accordance with any variation agreed in writing by the local planning authority.

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

BREEAM:

14. The development hereby permitted shall be built to a minimum standard of 'very good' under the Building Research Establishment Environmental Assessment Method (BREEAM). Prior to the first use of any building a

copy of the Post Construction Completion Certificate for the building verifying that the 'very good' BREEAM rating has been achieved shall be submitted to the local planning authority.

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

Parking management:

15. In accordance with the phasing strategy approved under condition 2, a parking management plan shall be submitted to and approved in writing by the local planning authority. The development, following first occupation, shall thereafter operate in accordance with the approved plan.

REASON: In the interests of highway safety and amenity and to ensure that adequate car parking provision is available in accordance with Policy PMD8 of the Thurrock Core Strategy and Policies for the Management of Development DPD (2011).

Freight quality management plan:

16. The development shall operate in accordance with the Freight Quality Management Plan (FQMP) approved pursuant to the application for approval of details reserved by condition ref. 15/00385/CONDC, unless otherwise agreed in by the local planning authority.

REASON: To ensure that the strategic road network can continue to operate as part of the national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980, and to satisfy the reasonable requirements of safety of traffic on the strategic road network in accordance with Policies PMD9 and PMD11 of the Thurrock Core Strategy and Policies for the Management of Development DPD (2011).

Operational performance plan:

17. The development shall operate in accordance with the Operational Performance Plan (OPP), approved pursuant to the application for approval of details reserved by condition ref. 15/00385/CONDC, unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that the strategic road network can continue to operate as part of the national system of routes for through traffic in

accordance with Section 10(2) of the Highways Act 1980, and to satisfy the reasonable requirements of safety of traffic on the strategic road network in accordance with Policies PMD9 and PMD11 of the Thurrock Core Strategy and Policies for the Management of Development DPD (2011).

Cycle parking:

18. In accordance with the phasing strategy approved under condition 2, 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 use of the development and permanently retained thereafter.

REASON: To reduce reliance on the use of private cars, in the interests of sustainability, highway safety and amenity in accordance with Policies PMD2 and PMD8 of the Adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development DPD (2011).

Structural landscaping / ecological mitigation:

19. Prior to the first use of the development hereby permitted, the structural landscaping, as approved pursuant to the application for the approval of reserved matters ref. 13/00433/REM, together with the associated on-site ecological mitigation contained within the approved Ecological Mitigation and Compensation Strategy, shall be implemented.

REASON: In order to enhance the landscape and biodiversity interest of the site in accordance with Policies PMD2 and PMD7 of the Adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development DPD (2011).

Landscaping:

20. In accordance with the phasing strategy approved under condition 2, a scheme of hard and soft landscaping for the development plot (excluding the structural landscaping approved pursuant to the application for the approval of reserved matters ref. 13/00433/REM) shall be submitted to and approved in writing by the local planning authority. This scheme shall include details of the 'green roof' on the office building and measures for the long-term maintenance of this roof. The development shall be carried out in accordance with the approved scheme.

REASON: To ensure that the proposed development is satisfactorily integrated with its immediate surroundings and provides for landscaping

as required by policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

Landscaping replacement:

21. Any trees of plants which, within 5 years from the time of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with other specimens of a similar size and species, unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that the proposed development is satisfactorily integrated with its immediate surroundings and provides for landscaping as required by policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

Hours of construction:

22. No construction works in connection with the development hereby approved shall take place on the site at any time on any Sunday or Bank or Public Holiday, nor on any other day except between the following times:

Monday to Friday	0800-1800 hours
Saturday	0800-1300 hours

Unless in association with an emergency and with the prior written approval of the local planning authority. If impact driven piling is required, the method of piling should be previously agreed in writing by the local planning authority and piling operations shall only take place between 0900-1800 hours on weekdays.

REASON: In the interest of protecting surrounding residential amenity and in accordance with Policy PMD1 of the Adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development DPD (2011).

Outside working:

23. No manufacturing, fabrication, or other industrial process shall take place outside the buildings on the site, unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of amenity and to ensure that the proposed

development is integrated within its surroundings in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

Outside storage:

24. There shall be no external storage of goods, machinery, plant or materials on the site, unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of visual amenity and to ensure that the proposed development is integrated within its surroundings in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

Secured by design:

25. In accordance with the phasing strategy approved under condition 2, a scheme detailing how the practices and principles of the 'Secured by Design' initiative are to be incorporated into the development shall be submitted to and approved in writing by the local planning authority. The development shall thereafter be completed in accordance with the approved scheme.

REASON: In the interests of creating safe and secure environments in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

Noise mitigation:

26. The development shall be carried out in accordance with the noise mitigation recommendations contained within Chapter 13 of the Environmental Statement Addendum dated December 2015, including the acoustic fencing shown in Appendix 13.8. The measures shall be implemented and thereafter maintained prior to the first occupation of the development.

REASON: To ensure that adjoining residential amenity is protected in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

Odour extraction / control:

27. Prior to the operation of any cooking equipment to be installed related to the staff canteen in the building hereby approved, details of the siting, design and technical specification of the associated fume extraction and

odour control equipment shall be submitted to and approved in writing by the local planning authority. Installation of the equipment shall be undertaken in accordance with the agreed details prior to the opening of the staff canteen. The extraction and ventilation system shall be retained in the agreed form and maintained in working order thereafter and shall be operated at all times when cooking is being carried out in the building.

REASON: In the interests of amenity in accordance with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

Ancillary buildings / structures:

28. Prior to their installation, details of the appearance (including elevational treatment and materials) of (i) HV Substation, (ii) Sprinkler Tanks, (iii) Drivers WC and (iv) Gatehouse and welfare buildings (associated with additional HGV Parking) shown on approved drawing ANT-30813-PL-119C shall be submitted to and approved in writing by the local planning authority. These buildings and structures shall be constructed / installed in accordance with the approved details.

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

29. Renewable energy:

In accordance with the phasing strategy approved under condition 2, a scheme detailing measures to demonstrate that the development will achieve the generation of at least 15% of its energy needs through the use of decentralised, renewable or low carbon technologies (as indicated in the "Energy Statement and Building Regulations Part L2A 2013 Compliance Report 'As Designed'") shall be submitted to and approved in writing by the local planning authority. The approved measures shall be implemented and operational upon the first use or occupation of the buildings hereby permitted and shall thereafter be retained in the agreed form unless otherwise agreed in writing by the local planning authority.

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

30. Mezzanine floors:

Notwithstanding the provisions of Part 7, Class H of Schedule 2 to the

Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revising, revoking and re-enacting that Order with or without modification)) no enlargement by way of extension of floorspace, including the installation of a mezzanine floor, shall be formed in the building(s) hereby permitted without express planning permission first being obtained. For the purposes of this condition mezzanine floors shall be treated as new floorspace unless they are solely to provide for safe access to stacked or stored goods.

REASON: In order to accord with the terms of the submitted planning application and in the interests of highways safety and amenity.

31. Low emissions strategy:

In accordance with the phasing strategy approved under condition 2, a scheme detailing a Low Emissions Strategy to be applied during the operation of the development, shall be submitted to and approved in writing by the local planning authority. The development shall thereafter be operated in accordance with the approved scheme.

REASON: In the interests of amenity as required by policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

32. Access details:

Notwithstanding the details shown drawing no. ITB10336-GA-004 Rev. A, in accordance with the phasing strategy approved under condition 2 details shall be submitted showing the layout, dimensions and construction specification of the proposed access to Dock Road (A126). The approved details shall be implemented on site before occupation of the development hereby permitted.

REASON: In the interests of highway safety and efficiency in accordance with policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

33. Visibility splays:

Sight visibility splays measuring 2.4 metres x 90 metres shall be provided at the proposed Dock Road (A126) roundabout junction prior to the first operational use of the development and thereafter maintained at all times so that no obstruction is present within such area above the level of the adjoining highway carriageway.

REASON: In the interests of highway safety and efficiency in

accordance with policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

34. Car parking reservation:

None of the buildings hereby permitted shall be occupied / operated until the service road(s), footway(s), loading, parking and turning areas shown on the approved plans have been constructed. Thereafter, the service road(s), footway(s), loading, parking and turning areas shall be retained and made available to users of the development.

REASON: In the interests of road safety and amenity in accordance with policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

35. Dock Road (A126) access:

The access from Dock Road (A126) hereby approved shall not be used as a general HGV and OGV through-route from the wider development site and shall only be opened for that class of vehicle if the primary access to the 'Asda' roundabout junction onto the Strategic Road Network is severely adversely affected by a road incident or similar occurrence.

REASON: To prevent inappropriate HGV and OGV vehicle movement onto Dock Road (A126) in the interests of highways safety and efficiency in accordance with policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

36. Construction management plan:

Prior to the commencement of development a Construction Management Plan, which shall include details of numbers and routing of construction vehicles, shall be submitted to and approved in writing by the local planning authority (in consultation with Highways England). Thereafter the construction of the development shall be carried out in accordance with the approved Construction Management Plan, unless otherwise agreed in writing by the local planning authority (in consultation with Highways England).

REASON: To ensure that construction of the development does not result in avoidable congestion on the A1089 trunk road and to ensure that the trunk road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of safety and traffic on the strategic road network.

37. Staff change-over periods:

The warehouse staff shift change-over period shall not be undertaken during the time period of 07.30 to 18.00 hours, unless otherwise agreed in writing by the local planning authority (in consultation with Highways England).

REASON: To minimise the impact of traffic generated by the development and to ensure that the A1089 trunk road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980.

38. A1089 / A13 merge:

Prior to the first operational use or occupation of the development a scheme of improvements to the A1089 merge onto the A13 westbound shall be submitted to and approved in writing by the local planning authority (in consultation with Highways England). The approved scheme of improvements shall be undertaken prior to the first operational use or occupation of the development.

REASON: To ensure the trunk road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of safety and traffic on the strategic road network.

Informatives:

1. Essex & Suffolk Water are the enforcement agents for The Water Supply (Water Fittings) Regulations 1999 within our area of supply, on behalf of the Department for the Environment, Food & Rural Affairs. Essex & Suffolk Water should be notified under Regulation 5 of the Water Supply (Water Fittings) Regulations 1999.
2. An application to discharge trade effluent must be made to Anglian Water and must have been obtained before any discharge of trade effluent can be made to the public sewer. Anglian Water recommends that petrol / oil interceptors be fitted in all car parking / washing / repair facilities. Failure to enforce the effective use of such facilities could result in pollution of the local watercourse and may constitute an offence. Anglian Water also recommends the installation of a properly maintained fat traps on all catering establishments. Failure to do so may result in this and other properties suffering blocked drains, sewage flooding and consequential environmental and amenity impact and may also constitute an offence under section 111 of the Water Industry Act 1991.

3. The applicant is reminded that under the Wildlife and Countryside Act 1981 (section 1) it is an offence to take, damage or destroy the nest of any wild bird while the nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this Act. Trees and scrub are likely to contain nesting birds between 1 March and 31 July. Any trees and scrub present on the application site should be assumed to contain nesting birds between the above dates unless survey has shown it is absolutely certain that nesting birds are not present. Both the RSPB booklet "Wild Birds and the Law" and the Guidance Notes relating to Local Planning and Wildlife Law produced by Natural England are useful.

4. Any works which are required within the limits of the highway reserve require the permission of the Highway Authority and must be carried out under the supervision of that Authority's staff. The applicant is therefore advised to contact the Highway Authority at the address below before undertaking such works:

Chief Highways Engineer,
Highways Department,
Thurrock Council,
Civic Offices,
New Road,
Grays,
RM17 6SL.

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/15/01483/FUL

Alternatively, hard copies are also available to view at Planning, Thurrock Council, Civic Offices, New Road, Grays, Essex, RM17 6SL.



