

<p>Reference: 16/00580/FUL</p>	<p>Site: Squibb Demolition Wharf Road Stanford Le Hope Essex SS17 0EH</p>
<p>Ward: Stanford Le Hope West</p>	<p>Proposal: Construction of a new office and storage building, asbestos storage facility and reconfiguration of the layout in connection with the use of the site as a demolition contractors yard and waste recycling centre; associated parking, weighbridge and access to Wharf Road.</p>

Plan Number(s):		
Reference	Name	Received
16-3839-P-001	Existing Site Layout	21st April 2016
16-3839-P-002	Proposed Site Layout	21st April 2016
16-3839-P-003	Proposed Floor Plans	21st April 2016
16-3839-P-004	Proposed Floor Plans	21st April 2016
16-3839-P-005	Proposed Floor Plans	21st April 2016
16-3839-P-006	Proposed Plans	21st April 2016
16-3839-P-008	Proposed Elevations	21st April 2016
16-3839-P-009	Proposed Elevations	21st April 2016
16-3839-P-013	Proposed Plans	21st April 2016
16-3839-P-014	Proposed Plans	21st April 2016
16-3839-P-015	Proposed Plans	21st April 2016
16-3839-P-007	Proposed Plans	21st April 2016

The application is also accompanied by:

- Planning Statement including Design and Access Statement
- Flood Risk Assessment
- Drainage Strategy
- Transport Assessment and Travel Plan

Applicant:
Mr Les Squibb

Validated:
26 April 2016
Date of expiry:
26 July 2016

Recommendation: Approve, subject to conditions.

This application is scheduled for determination by the Council's Planning Committee because an earlier outline application for a similar development (14/01320/OUT) was considered and determined by the Planning Committee.

1.0 DESCRIPTION OF PROPOSAL

- 1.1 This application seeks planning permission for the demolition of the existing water tower, erection of a combined office building and storage building and the reconfiguration of the existing yard area.
- 1.2 The development proposed comprises a single new, three storey building which would accommodate both the office and plant storage areas. The building would be located on the northern side of the existing yard area, slightly to the west of the centre. The building would measure 109m in width by 21m in depth by 11m in height (rising to 13m for a small plant area on the roof). The building would be of a modern appearance with a flat roof typical of many such new commercial buildings.
- 1.3 To the southern part of the middle of the site it is proposed to retain the existing office building and plant workshop on the boundary. The western part of the site would be given over to parking, for office staff and for workers on the wider part of the site.
- 1.4 The remainder of the central part of the site would be set over to lorry and vehicle parking and circulation areas and the eastern third of the site would remain used for crushed concrete storage.
- 1.5 The primary difference between this application and the previously consented outline application is that this application seeks to consolidate the office and storage uses in one single building along the northern edge of the site [the outline scheme provided two separate buildings].

2.0 SITE DESCRIPTION

- 2.1 The application site is located 1km south east of Stanford-le-Hope and forms part of the larger Stanhope Industrial Park (which covers an area of approximately 14 hectares).
- 2.2 The application site presently operates as demolition contractor's yard and waste recycling centre. The contractor's yard is located in the central and western areas of the site with the waste recycling element located to the east. There are a number of buildings on site, mainly of a temporary nature, which house offices and vehicle repair offices. The disused water tower dating from the 1950s still exists on the site. The site houses lorries, trailers, plant and equipment relating to the demolition business. There are also numerous piles of waste materials (principally concrete) stored within the site.

3.0 RELEVANT HISTORY

Reference	Description	Decision
14/01320/OUT	Demolition of existing water tower and construction of a new office building, storage buildings (including secure asbestos storage) and reconfiguration of the layout in connection with the use of the site as a demolition contractors yard and waste recycling centre. Associated parking, weighbridge and access to Wharf Road. (Outline application with access, appearance, layout and scale being matters for consideration)	Approved
16/00565/CONDC	Discharge of conditions 1 [Outline, submission of details]; 3 [Hours of vehicle movements]; 9 [Travel Plan]; 11 [Materials]; 12 [Wheel Washing]; 14 [Boundary Treatments]; 15 [External Lighting]; 17 [Drainage Strategy]; 18 [Foul and Surface Water Drainage (EA)]; 19 [Highways Technical Details] and 21 [CEMP] of approved application:14/01320/OUT	Pending Consideration
16/00566/REM	Application for the approval of reserved matter (Landscaping) following outline approval ref: 14/01320/OUT (Demolition of existing water tower and construction of a new office building, storage buildings (including secure asbestos storage) and reconfiguration of the layout in connection with the use of the site as a demolition contractors yard and waste recycling centre. Associated parking, weighbridge and access to Wharf Road.))	Recommended for approval on this Agenda

3.1 Planning application 14/01320/OUT was approved at the Planning Committee on 29th October 2015. This outline permission established the following in relation to the site:

- Principle of use of use of the site as a demolition contractors and waste recycling yard;
- Access to site from Wharf Road for all vehicles;
- Specified number of HGV movements per day (no limit on number of car or van movements);
- Provision of office building and storage buildings on the site;
- Use of the site by HGVs, with a limited number of Abnormal Load Vehicles (ALV) per year;
- Removal of the water tower

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/16/00580/FUL

4.2 PUBLICITY:

The application has been publicised by the display of site notices, a newspaper advertisement and consultation with neighbouring properties.

4.3 Two letters of representation have been received objection to the proposal on the following grounds:

- Loss of water tower which is an iconic building;
- The site is not suitable for Abnormal Load Vehicle movements;
- Concerns over storage of material on site and delivery of materials;
- Lorries can get stuck on the road causing blockages and harm in emergencies;
- Hours of use that are taking place on site;
- Disturbance to residents from operation of the site;
- Site is not an appropriate location for such a use;
- Impact on highway due to vehicles;
- Vehicle activity makes it unsafe for children.

4.4 ENVIRONMENT AGENCY:

No objections.

4.5 ENVIRONMENTAL HEALTH:

No objection, subject to conditions.

4.6 FLOOD RISK MANAGER:

No objection, subject to a conditions.

4.7 HIGHWAYS:

No objections subject to conditions.

4.8 LANDSCAPE AND ECOLOGY:

No objection.

4.9 NETWORK RAIL:

No objections subject to an informative.

5.0 POLICY CONTEXT

5.1 National Planning Policy Framework (NPPF)

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
10. Meeting the challenge of climate change, flooding and coastal change

5.2 Planning Practice Guidance (PPG)

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:

- Climate change
- Design
- Determining a planning application
- Flood Risk and Coastal Change
- Land affected by contamination
- Land Stability
- Light pollution
- 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 falling within a Secondary Industrial and Commercial Area.

The following Core Strategy policies apply to the proposals:

SPATIAL POLICIES

- CSSP2: Sustainable Employment Growth
- CSSP3: Sustainable Infrastructure
- OSDP1: Promotion of Sustainable Growth and Regeneration in Thurrock¹

THEMATIC POLICIES

- CSTP6: Strategic Employment Provision
- CSTP15: Transport in Greater Thurrock
- CSTP16: National and Regional Transport Networks³
- CSTP17: Strategic Freight Movement and Access to Ports
- 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
- 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 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.

6.0 ASSESSMENT

6.1 The issues for consideration in this case are:

- I. Principle of the development
- II. Appearance, layout and scale
- III. Access
- IV. Impact on residential amenity

I. PRINCIPLE OF DEVELOPMENT

6.1 The site forms part of designated Secondary Employment Area in the Core Strategy and the use of the site as a demolition contractor's yard and waste recycling centre has been established through the recent outline planning application.

6.2 The development proposed would result in the site being the administrative headquarters for Squibb Demolition Ltd. At present the site employs 37 FTE; this would increase to 105 FTE; many of the jobs created would be in the administrative side of their business.

6.3 In light of, the allocation of the site in the Core Strategy and the recent approval at Planning Committee in October 2015 of a similar scheme, the principle of the development is considered to be sound.

II. APPEARANCE, LAYOUT AND SCALE

- 6.4 The proposed layout of the site would essentially create two distinct parts to the site; one being the parking area on the western fifth of the site and the main part of the site being where the primary use takes place.
- 6.5 The main difference between this application and the outline application is that this application seeks to consolidate the office accommodation and storage together within one building; the applicant states that this would help to reduce the spread of buildings across the site and also allow improved security and integration between the administration of the use and the storage use. This arrangement is logical as it would concentrate the building in one area to allow more efficient use of the site.
- 6.6 The building would be of a similar size to the storage building consented by the previous outline scheme. The office section of the building would have windows at ground, first and second floor on both the front and rear elevations (north and south). There would be an entrance on the western elevation for staff. On the eastern elevation, warehouse/storage element there would be a goods entrance to the storage side of the building.
- 6.7 The remainder of the site would take the form of a yard featuring stockpile areas, ancillary workshop buildings, wheel wash facilities, weighbridge, and parking areas.
- 6.7 The applicant has submitted details of the proposed materials that are to be used which are modern grey finishes; these are considered to be appropriate given the location of the site.
- 6.9 In conclusion under this heading no objection is raised to the development in terms of its appearance, layout and scale.

III. ACCESS

- 6.10 The application proposes to use the existing access to the western boundary of the site to serve the parking area for the site, comprising 99 parking spaces. A revised access is proposed which would be used to serve the yard area; this is the access to the west of the centre on the southern side of the site; this would allow vehicles to circulate the yard, entering via the easternmost access and leaving via the new access.
- 6.11 The vehicle movements associated with the business have been considered extensively in the past and were considered acceptable, subject to conditions in approving the outline application. The Council's Highway Officer has raised no objection to this application and accordingly, subject to the same conditions being imposed on any consent granted, the development is considered to be acceptable in this regard.

IV. IMPACT ON RESIDENTIAL AMENITY

- 6.12 The site is very remote from residential properties and as such, the new buildings themselves proposed would have no impact upon local residents.
- 6.13 It is recognised that local residents have raised concern in relation to the use of Wharf Road as the access to the site; however the means of access has already

been established via a previous appeal decision and the approved planning application which remains extant. It is not possible therefore to come to a different conclusion on this matter as part of this application. To ensure that the amenity of local residents is protected, it is considered appropriate to impose the same conditions on any consent granted as those which were imposed previously.

- 6.14 In light of the above and in conclusion under this heading, the proposal is considered to be acceptable.

V. OTHER MATTERS

- 6.15 There are no issues in relation to flood risk or ecology affecting the site.
- 6.16 The recycling operation involves the use of a crushing machine as well as the storage of demolition material and the recycled product. It is considered necessary that there be a limit on the machinery being used and a height limit on the piles of material. The applicant has indicated that the stockpiles would not be higher than 5m, which is consistent with stacking heights on other sites within the Industrial Estate; this is considered acceptable and could be controlled by planning condition.

7.0 CONCLUSIONS AND REASON(S) FOR APPROVAL

- 7.1 The site lies within an established secondary employment area and the use of the site as a demolition contractor's yard and waste recycling centre has been established through a recent appeal decision and the approved outline planning consent. Suitable planning conditions exist to protect local residents. The proposal complies with the NPPF and employment policies of the Core Strategy.
- 7.2 This application as submitted is also acceptable in relation to matters of detail.

8.0 RECOMMENDATION

- 8.1 APPROVE, subject to the following conditions:

Condition(s):

Standard Time

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

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

Hours of vehicle movements

- 2.. No lorries shall enter or leave the site outside the hours of 6am - 7pm Monday Saturday and not at all on Sundays or Bank Holidays. A vehicle booking system shall be in operation at all times the site is operational. This system shall record details of the registration, origin, destination and operators of each vehicle entering and leaving the site and the time of such movements.

Prior to the commencement of development a scheme for the control and monitoring of the speed of heavy goods vehicles (HGVs) moving along the length of Wharf Road that are associated with the operation of the site shall be submitted to the Local Planning Authority. The scheme shall include but not necessarily be limited to the creation of a record of vehicle speeds that can be inspected by the Local Planning Authority upon the provision of reasonable notice.

On the approval of the submitted details by the Local Planning Authority this scheme shall be implemented and operated at all times.

No more than 10 HGV's shall enter or leave the site between 6am and 7am hours and their speed shall not exceed more than 20mph along the length of Wharf Road. The speed of vehicles entering or leaving the site between these hours shall be subject to the implementation of a monitoring scheme as per the details submitted and approved.'

REASON: In the interests of residential amenity and to ensure that the proposed development is integrated within its immediate surroundings as required by Policy PMD 1 of the Thurrock Core Strategy.

Number of Abnormal Load (ALVs) per calendar year

3. The number of Abnormal Load Vehicle (ALV) movements to and from the site shall not exceed, in total, 12 movements per calendar year.

The ALV movements shall not take place except between the hours of 9:30am and 2:30pm Monday — Friday (9:30am and 4pm Monday – Friday during local school holidays) and none whatsoever at weekends or bank holidays.

The site operators shall put procedures in place to ensure that every ALV movement shall be routed as follows: A13 Stanford Interchange, Wharf Road, Corringham Road and the A1014 - The Manorway and vice versa.

All notifications via the Special Types General Order 2003 (STGO) shall be provided to the Council's Highways Department and Planning Department for prior written approval and shall include the date and time of when the ALV movement will progress along Wharf Road and Corringham Road.'

For the avoidance of doubt:

An ALV is defined for these purposes as a vehicle which satisfies at least one of the following criteria:

- i. Gross weight of vehicle carrying the load exceeding C&U limits up to 80,000 kg (78.74 tonnes)*
- ii. Width exceeding 3 metres (9' 10")*
- iii. Length exceeding 18.75 metres (61' 6")*

The definition of an ALV movement is a single movement from the development

REASON: In the interests of residential amenity and to ensure that the proposed development is integrated within its immediate surroundings as required by Policy PMD 1 of the Thurrock Core Strategy.

Number of Vehicle Movements per day (including ALVs)

4. There shall be no more than 108 Heavy Goods Vehicles (HGV) vehicle movements (including Abnormal Load Vehicles (ALVs)) to and from the site (54 in and 54 out) in any one day.

REASON: In the interests of highway and pedestrian safety and the amenities of nearby residential occupiers as required by Thurrock Core Strategy Policy PMD1.

No external storage (excluding open yard area)

5. No external storage of goods or materials shall take place within the site, except in the open yard area where no storage above 5 metres in height shall take place.

REASON: In the interests of the character and visual amenities of the area as required by Thurrock Core Strategy Policies PMD1 and PMD2

No racks or chattels

6. Notwithstanding the Town and Country Planning Act 1990, at no time shall any racks, portable structures or any other form of chattel be placed on the site without the prior written approval of the Local Planning Authority.

REASON: In the interests of the character and visual amenities of the area as required by Thurrock Core Strategy Policies PMD1 and PMD2.

Ancillary uses

7. The offices and other buildings shall be used for purposes in conjunction with and ancillary to the main use of the site only and shall not be occupied separately.

REASON: To determine the scope of this permission and to avoid the introduction of inappropriate separate uses on the site.

Travel Plan

8. Prior to the commencement of development a Travel Plan shall be submitted and approved, in writing by, the Local Planning Authority.

The Travel Plan shall be in line with prevailing policy and best practice and shall include as a minimum:

- The identification of targets for trip reduction and modal shift
- The methods to be employed to meet these targets
- The mechanisms for monitoring and review
- The mechanisms for reporting
- The penalties to be applied in the event that targets are not met
- The mechanisms for mitigation
- Implementation of the Travel Plan to an agreed timescale or timetable and its operation thereafter
- Mechanisms to secure variations to the Travel Plan following monitoring and reviews

REASON: To reduce reliance on the use of private cars, in the interests of sustainability, highway safety and amenity.

Limit to recycling plant

9. The plant associated with the recycling of demolition waste shall be limited to 1 no 360 degree excavator, 1 no jaw crusher and 1 no Impact crusher with recirculating facility unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of local amenity.

Materials

10. The office/storage building hereby permitted shall be carried out strictly in accordance with the details shown on plan No. 16-3839-P-008 "Proposed Elevations".

The site area shall be surfaced in accordance with the details shown on plan No. 16-3839-P-015 "Proposed Site Plan Surface Materials".

REASON: To ensure the proposed development is visually satisfactory and does not prejudice the appearance of the locality

Wheel Washing

- 11 Prior to the commencement of development details of wheel washing facilities, which shall include a barrier to stop all vehicles before they enter the highway, shall be submitted to, and agreed in writing by, the Local Planning Authority. Such facilities shall be installed in accordance with the agreed details and operated throughout the construction of the development.

REASON: In order to prevent materials from the site being deposited on the adjoining public highway in the interests of highway safety and the amenity of the surrounding area.

Hours of work

- 12 No construction work in connection with the development shall take place on the site at any time on any Sunday or Bank Holiday, nor on any other day except between the following times:

Monday to Friday 0730-1700 hours
Saturday 0800-1300 hours

Unless such work -

- (a) is associated with an emergency; or
- (b) is carried out with the prior written approval of the Local Planning Authority; or
- (c) does not cause existing ambient noise levels to be exceeded.

REASON: In the interest of protecting residential amenity

Boundary Treatments

- 13 The boundary treatments hereby permitted shall be carried out strictly in accordance with the details shown on plan No. 16-3839-P-002 "Proposed Site and Landscaping Plan". The boundary treatments shall be completed in strict accordance with the approved details before the first occupation of any of the buildings.

REASON: In the interests of visual amenity and to ensure that the proposed development is satisfactorily integrated with its immediate surroundings.

External Lighting

- 14 Prior to the commencement of development 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 agreed 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 visual amenity and to ensure that the proposed development is satisfactorily integrated within its immediate surroundings.

No Lorry Park Use

- 15 At no time whatsoever, shall any part of the site be used as a lorry park, or for any form of ad hoc lorry parking. Any LGVs or HGVs kept on site shall be solely in connection with the lawful buildings and uses on the site.

REASON: To prevent the formation of a lorry parking in the interests of visual amenity, neighbour amenity, the character and visual amenities of the area and highways safety in accordance with Policies PMD1, PMD2, PMD6, PMD8 and PMD9 of the Core Strategy.

Drainage Strategy

- 16 No development shall take place until a detailed surface water drainage scheme for the site, based on the above comments has been 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; and
 - 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: In the interests of drainage and surface water management in accordance with the requirements of Policies PMD15 and CSTP27 of the Core

Strategy.

Foul and Surface Water Drainage (EA)

- 17 The development hereby permitted shall not be commenced until such time as a scheme to dispose of foul and surface water has been submitted to, and approved in writing by, the local planning authority. The scheme will include details of oil interceptors and other pollution prevention arrangements and shall be implemented as approved.

REASON: To prevent pollution of the surface water and ground water.

Highways Technical Details

- 18 Notwithstanding the details submitted on the indicative layout included with this application, details shall be submitted to, and approved in writing, by the Local Planning Authority of all access points into and out of the site onto the internal roadway. Such details shall include construction details, roadway geometry and visibility sight splay details. All approved details are to be implemented on site and maintained by the operator of the site for as long as the development hereby approved is in use.

REASON: To ensure adequate access is maintained, in the interests of highway safety and efficiency of the industrial estate roads

Unforeseen Contamination

- 19 If, during development, contamination not previously identified is found to be present at the site then no further development [unless otherwise agreed in writing with the local planning authority] shall be carried out until the developer has submitted, and obtained written approval from the local planning authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with. Such agreed measures shall be implemented and completed prior to the first occupation of any parts of the development.

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] and in the interests of public health and safety.

CEMP

- 20 No demolition or construction works shall commence until a Construction Environmental Management Plan [CEMP] has been submitted to and approved in writing by the local planning authority in writing. The CEMP should contain or address the following matters:
- (a) Hours and duration of any piling operations,
 - (b) Vehicle haul routing in connection with construction, remediation and engineering operations,
 - (c) Wheel washing and sheeting of vehicles transporting loose aggregates or similar materials on or off site, (including long term management for the site once it has been developed out)
 - (d) Details of construction access;

- (e) Location and size of on-site compounds [including the design layout of any proposed temporary artificial lighting systems]
- (f) Details of any temporary hardstandings;
- (g) Details of temporary hoarding;
- (h) Method for the control of noise with reference to BS5228 together with a monitoring regime
- (i) Measures to reduce vibration and mitigate the impacts on sensitive receptors together with a monitoring regime
- (j) Dust and air quality mitigation and monitoring, (including long term management for the site once it has been developed out)
- (k) Water management including waste water and surface water discharge,
- (l) Method statement for the prevention of contamination of soil and groundwater and air pollution, including the storage of fuel and chemicals,
- (m) A Site Waste Management Plan,
- (n) Ecology and environmental protection and mitigation,
- (o) Community liaison including a method for handling and monitoring complaints, contact details for site managers.
- (p) Details of security lighting layout and design;

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

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

Plan Numbers

- 21 The development hereby permitted shall be constructed in accordance with the following plans:

Plan Number(s):		
Reference	Name	Received
16-3839-P-001	Existing Site Layout	21st April 2016
16-3839-P-002	Proposed Site Layout	21st April 2016
16-3839-P-003	Proposed Floor Plans	21st April 2016
16-3839-P-004	Proposed Floor Plans	21st April 2016
16-3839-P-005	Proposed Floor Plans	21st April 2016
16-3839-P-006	Proposed Plans	21st April 2016
16-3839-P-008	Proposed Elevations	21st April 2016
16-3839-P-009	Proposed Elevations	21st April 2016
16-3839-P-013	Proposed Plans	21st April 2016
16-3839-P-014	Proposed Plans	21st April 2016
16-3839-P-015	Proposed Plans	21st April 2016
16-3839-P-007	Proposed Plans	21st April 2016

REASON: For the avoidance of doubt in the interests of good planning.

Informative(s):

1. Network Rail Advise the following:

- As the application site is located adjacent to Network Rail's boundary and operational railway infrastructure, Network Rail strongly recommends that the developer contacts its Asset Protection Anglia team at AssetProtectionAnglia@networkrail.co.uk prior to any works commencing on site and signs up to an Asset Protection Agreement with us. This will enable Network Rail engineers to review the developments design and construction details, which in turn will help to ensure the safety of the operational railway. More information can also be obtained from our website at www.networkrail.co.uk/asp/1538.aspx.
- The developer must ensure that their proposal, both during construction and after completion of works on site, does not:
 - encroach onto Network Rail land
 - affect the safety, operation or integrity of the company's railway and its infrastructure
 - undermine its support zone
 - damage the company's infrastructure
 - place additional load on cuttings
 - adversely affect any railway land or structure
 - over-sail or encroach upon the air-space of any Network Rail land
 - cause to obstruct or interfere with any works or proposed works or Network Rail development
- Future maintenance - The development must ensure that any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space, and therefore all/any building should be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. The reason for the 2m (3m for overhead lines and third rail) stand off requirement is to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works. The applicant / resident would need to receive approval for such works from the Network Rail Asset Protection Engineer, the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence

costs). However, Network Rail is not required to grant permission for any third party access to its land. No structure/building should be built hard-against Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance works. Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams' ability to maintain our boundary fencing and boundary treatments.

- Construction - Any scaffold, cranes or other mechanical plant must be constructed and operated in a "fail safe" manner that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports. Any cranes or other mechanical plant equipment involved during construction should be positioned so that their loads or jibs do not over-sail Network Rail's land.
- Scaffolding - Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.
- Piling - Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.
- Demolition - Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. The demolition of existing water tower near to the operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail's Outside Parties Engineer before the development can commence.
- Drainage - Storm/surface water and effluent must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Suitable foul drainage must be provided separate from Network Rail's existing drainage.
- Roads and Parking - The Department of Transport recommends the provision of a safety barrier adjacent to the railway, alongside all roads, turning circles and parking areas where the railway is situated at or below the level of the development. The safety barrier should be designed to cater for specific loadings dependent on the road traffic anticipated and in a position to stop vehicles driving into or rolling onto the railway or damage the lineside fencing. Network Rail's existing fencing / wall must not be removed or damaged.
- Landscaping - Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent

Network Rail from maintaining its boundary fencing.

- Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:
- Permitted: Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees – Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash – Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata “Zebrina”
- Not Permitted: Alder (Alnus Glutinosa), Aspen – Poplar (Populus), Beech (Fagus Sylvania), Wild Cherry (Prunus Avium), Hornbeam (Carpinus Betulus), Small-leaved Lime (Tilia Cordata), Oak (Quercus), Willows (Salix Willow), Sycamore – Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), London Plane (Platanus Hispanica)

2. The Environment Agency Advises:

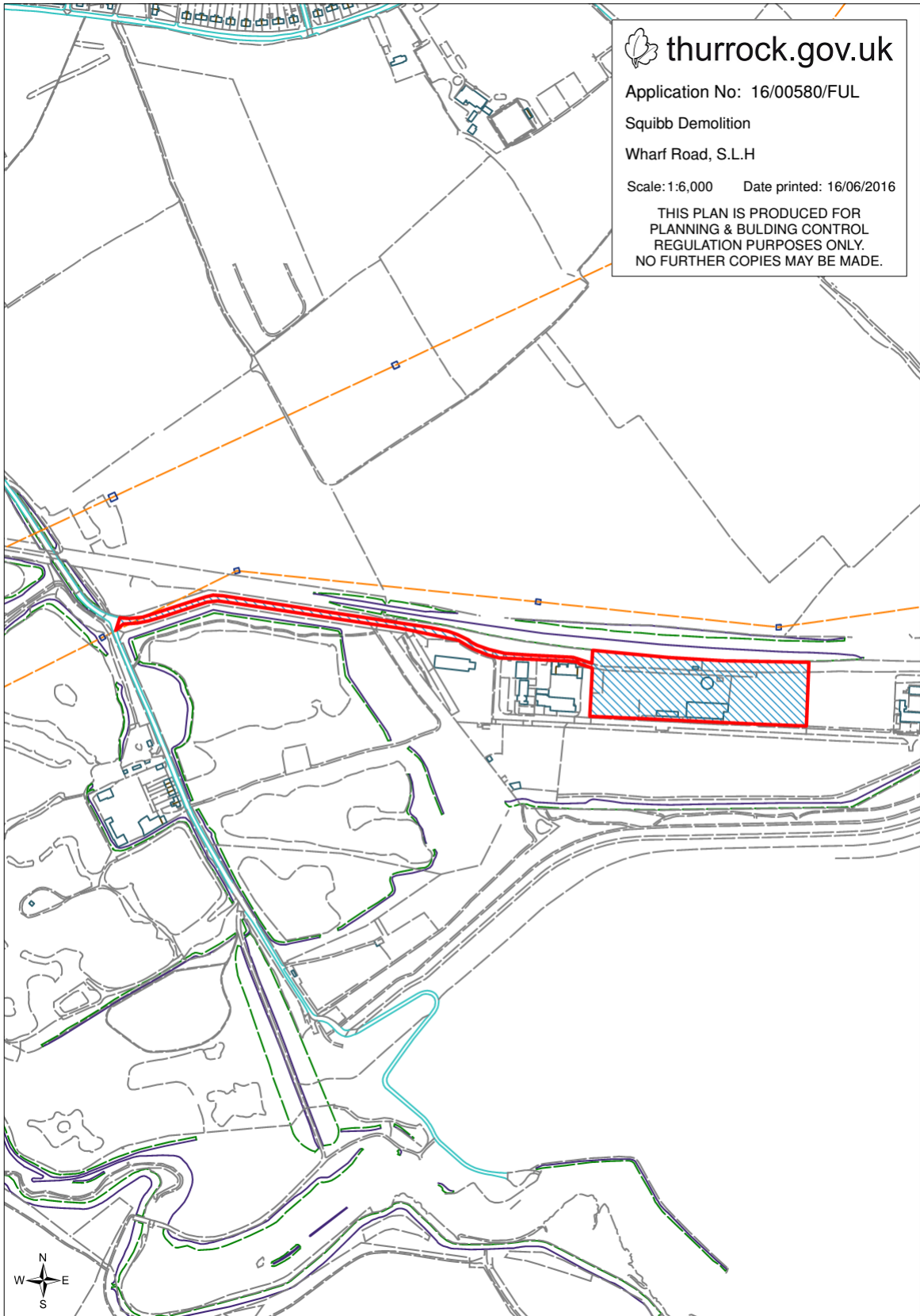
Surface Water Disposal - The developer needs to make sure any proposed discharge of surface water from the development stays clean and uncontaminated. Oil is one of the most common pollutants to water. Prior to being discharged into the surface water sewer, all surface water drainage from parking areas and hard standings susceptible to oil contamination must pass through an oil separator (interceptor) designed and constructed to have a capacity compatible with the site being drained. Furthermore, roof water should not pass through the interceptor as this can compromise the effectiveness of the separator during heavy rainfall. We refer the applicant to our [PPG3](#) - choosing and using oil separators.

Only clean surface water run-off from roofs, paved areas or clean hard standing areas not accessible to vehicles should be discharged to any soakaway, watercourse or surface water sewer.

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



 **thurrock.gov.uk**

Application No: 16/00580/FUL
Squibb Demolition
Wharf Road, S.L.H

Scale: 1:6,000 Date printed: 16/06/2016

THIS PLAN IS PRODUCED FOR
PLANNING & BUILDING CONTROL
REGULATION PURPOSES ONLY.
NO FURTHER COPIES MAY BE MADE.

