

Reference: 17/00587/REM	Site: Land adj A13, A1306 and to north of nos. 191-235 Purfleet Road, Aveley
Ward: Aveley and Uplands	Proposal: Application for approval of reserved matters (appearance, landscaping, layout and scale) following outline planning permission ref. 12/00862/OUT (Redevelopment of the site for employment use total 38,686sq.m. with means of access and quantum of development to be approved. All other matters to be reserved).

Plan Number(s):		
Reference	Name	Received
30824-PL-100	Site Location Plan	3 May 2017
30824-PL-101 Rev. B	Site Layout Plan	3 May 2017
30824-PL-102	Ground Floor Plan Unit 1	3 May 2017
30824-PL-103	First & Second Floor Plans Unit 1	3 May 2017
30824-PL-104	Floor Plans Unit 2	3 May 2017
30824-FE-75	Elevations Unit 1	5 July 2017
30824-FE-76	Illustrated Elevations Unit 1	5 July 2017
30824-FE-77	Elevations Unit 2	5 July 2017
30824-FE-78	Illustrative Elevations Unit 2	5 July 2017
30824-PL-109 Rev. A	External Works & Fencing	3 May 2017
30824-PL-110 Rev. B	External Materials	3 May 2017
30824-PL-111	Cycle Parking	3 May 2017
30824-PL-112	Parameter Plan	3 May 2017
30824-PL-113	Unit 1 Roof Plan	3 May 2017
30824-PL-114	Unit 2 Roof Plan	3 May 2017
1448-01 Rev. C	Layout Showing Proposed Soft Landscape General Arrangements	3 May 2017
1448-02 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning	3 May 2017
1448-02 Sheet 1 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning	3 May 2017
1448-02 Sheet 2 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning	3 May 2017
1448-02 Sheet 3 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning	3 May 2017

1448-02 Sheet 4 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning	3 May 2017
1448-02 Sheet 5 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning	3 May 2017
1448-02 Sheet 6 Rev. A	Sections Through Proposed Landscaping – Section 1	3 May 2017
1448-02 Sheet 7 Rev. A	Sections Through Proposed Landscaping – Section 2	3 May 2017
1448-02 Sheet 8 Rev. A	Sections Through Proposed Landscaping – Section 3	3 May 2017
109932 / 2710	Proposed Drainage Layout	3 May 2017
109932 / 2720 Rev. D	Proposed Levels Layout	3 May 2017
DG-DT-S205 Rev. A	Typical detail of Protective Knee Rail Fencing	3 May 2017

<p>The application is also accompanied by:</p> <ul style="list-style-type: none"> • Covering letter (2 May 2017) • External LED Lighting Assessment Report 	
<p>Applicant: SEGRO (Purfleet) Limited c/o SEGRO PLC</p>	<p>Validated: 4 May 2017 Date of expiry: 3 August 2017</p>
<p>Recommendation: Approve subject to conditions</p>	

1.0 DESCRIPTION OF PROPOSAL

1.1 This is an application for the approval of reserved matters, following the grant of outline planning permission for Class B8 storage and distribution development (with ancillary office use within Class B1(a)) totalling 38,686 sq.m. gross floorspace. The application seeks approval for the reserved matters of appearance, landscaping, layout and scale of the development. The matter of access to the highway was considered and approved via the outline planning permission. The outline planning permission (ref. 12/00862/OUT) also makes reference to a number of development parameters such as maximum gross floorspace and the mix between Class B1(a) and Class B8 floorspace. The outline planning permission refers to a parameters plan which sets the broad parameters for development comprising a developable area, landscape buffer, and minimum / maximum dimensions for building envelopes. The current application expands upon the broad parameters established by the outline planning permission. It should be noted that an accompanying application (ref. 17/00588/CONDC) seeks approval of an amendment to the parameters plans in respect of a proposed increase to the

developed area. This application to approve the reserved matters should therefore be considered alongside this accompanying application.

1.2 Table 1 below summarises some of the main points of detail contained within the development proposal:

Site Area	8.03 Ha
Building Height	Unit 1: ground floor commercial with part two-storey offices above. Max. 18m high.
	Unit 2: ground floor commercial with part two-storey offices above. Max. 17.2m high.
Floorspace	Unit 1: 22,252 sq.m. (gross external area) including 1,866 sq.m. Class B1(a) offices.
	Unit 2: 11,893 sq.m. (gross external area) including 748 sq.m. Class B1(a) offices
Job Creation	Between 360-480 full-time equivalent jobs (based on the Employment Density Guide (HCA – 2015)).
Vehicle Parking	Unit 1: 196 car parking spaces & 54 HGV parking spaces
	Unit 2: 136 car parking spaces & 46 HGV parking spaces

1.3 The key elements of the reserved matters are described below.

1.4 Appearance:

In relation to the consideration of reserved matters “appearance” is defined as the aspects of a building or place within the development which determines the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture. The appearance of the two units can generally be described as a contemporary warehouse or logistics aesthetic, with a shallow-curved or barrel roof form.

1.5 Unit 1 (the larger building) would be arranged with office accommodation on the north-west facing elevation fronting the A1306 / A13 road junction, with offices returning on a part of the south-western elevation facing the A1306 (London Road). These office elevations would be largely glazed and would also comprise flat, grey-colour cladding, and grey and silver-colour profiled cladding. A more distinctive feature of the office elevations is a metallic silver coloured brise-soleil. The remaining elevations of Unit 1 would largely comprise flat cladding panels in three tones of silver and grey. Cladding panels would be arranged in a random or pixelated manner, although with darker tones generally at the base of elevations and lighter tones at the top. A similar approach to cladding was recently employed on the Amazon warehouse at Tilbury and the same architect is involved in both sites. It is considered that the proposed pixelated approach would assist in

disaggregating the bulk of the building and would add visual interest.

- 1.6 The appearance of Unit 2 would be similar to Unit 1, with the pixelated flat cladding in three ones of silver and grey to all elevations.

1.7 Landscaping:

In relation to the consideration of reserved matters “landscaping” is defined as the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated, including screening, planting, earthworks and the provision of open spaces. Boundary treatments within the site would comprise 2.4m high, black-coloured weldmesh security fencing around the service yard areas of the two units. Adjacent to the London Road and Purfleet Road frontages both 1.1m high timber post and rail fencing and knee-rail fencing is proposed. Detailed soft landscaping proposals are brought forward by the application principally in the form of new plaiting to all boundaries of the site. Substantial areas of new planting would be formed to the Purfleet and London Road frontages comprising woodland planting, hedges, shrubs, amenity grassland and specimen trees.

- 1.8 Earthworks also form part of the proposals. Existing ground levels on site general fall to the south-west from a maximum of approximately +7m AOD adjacent to the A13 to a minimum level of approximately +4m AOD on the London Road frontage, close to its junction with Purfleet Road. Levels would be amended across the site to create usable service and parking areas and to facilitate the surface water drainage strategy. External yard levels of between +5.1m AOD to +6.6m AOD would be formed. Finished floor levels of the two buildings would be +5.7m AOD. The proposals include the excavation of three pond features on the London Road frontage. A bund or mound would also be formed adjacent to the Purfleet Road frontage to a maximum height of +12.6m AOD.

1.9 Layout:

In relation to the consideration of reserved matters “layout” is defined as the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development. The proposed layout comprises two buildings (Units 1 and 2). Unit 1 would measure some 205m (l) x 100m (w) and aligned parallel with the A13. Ancillary office accommodation serving the Unit would be positioned at its north-western end fronting the A13 / A1306 road junction, known as the Wennington interchange. Car parking for Unit 1 would be located at the far north-western corner of the site, with HGV parking and the service yard for this unit located in-between the building and London Road.

1.10 Unit 2 would be located on the southern part of the site with a footprint measuring some 134m (l) x 90m (w). Ancillary offices would be positioned on the 'front' elevation of this building, facing south-west towards the Purfleet Road / London Road junction. Car parking for Unit 2 would be positioned on the southern side of the building adjacent to the Purfleet Road frontage. HGV parking and servicing would be positioned on the north-western side of the building. Internal routes within the site would comprise an access road broadly parallel to London Road which would link a new left-in only from London Road to an all-movement junction formed from the partial re-alignment of Purfleet Road.

1.11 Scale:

In relation to the consideration of reserved matters "scale" is defined as the height, width and length of each building proposed within the development in relation to its surroundings. The lengths and widths of proposed buildings are provided above. The maximum height of Unit 1 would be 18m above finished floor level, with the underside of the eaves of the barrel roof at c.12.5m above finished floor levels. The maximum height of Unit 2 would be 17.2m and c.12.5m to the underside of the eaves.

2.0 SITE DESCRIPTION

2.1 The application site is a triangular-shaped plot of land totalling 8.04 hectares in size. The site is located on the north-western side of Purfleet Road, with the A13 trunk road and the A1306 London Road forming the other boundaries of the site. The A13, which forms the northern boundary of the site, is within a cutting and, therefore, is below ground levels on the site. The site has a frontage to Purfleet Road of some 160m and a frontage to London Road of approximately 360m.

2.2 The site is not currently used and comprises rough, open grassland with small shrubs, isolated trees and other vegetation forming the boundaries of the site. A drainage ditch is located within the site adjacent to the majority of the London Road frontage. Levels across the site are generally flat, albeit with a gentle fall from the A13 boundary towards the Purfleet Road / London Road junction. That part of the site located closest to the A13 and the Wennington interchange lies in a low flood risk area. However, parts of the site closest to London Road and Purfleet Road are located within flood zones 2 and 3 (medium and high probability). In the immediate post-war period, the northern part of the site was used as a sand and ballast pit. During the 1960's this part of the site was infilled with household refuse, inert waste and non-hazardous commercial waste. Infilling ceased at the end of the 1960's.

- 2.3 To the south-east of the site, on the opposite side of Purfleet Road, are mainly residential properties comprising semi-detached bungalows and two-storey family housing. At the junction of London Road and Purfleet Road, and immediately adjacent to the site, is the Tunnel Garage site which originally operated as a petrol filling station and is now used for the storage and repair of commercial vehicles. To the south-west of the site on London Road is the Purfleet Industrial Park which includes a range of large warehouse buildings, small business and light industrial uses and open storage uses. The A13 trunk road lies adjacent to the northern boundary of the site and the off-slip from the trunk road joins the A1306 London Road at a roundabout junction (Wennington Interchange) immediately to the north-west of the site.
- 2.4 In the wider area surrounding the application site, the former London Fire Brigade sports ground and clubhouse is located to the south-east to the rear of the dwellings along Purfleet Road. On the northern side of the A13 to the west of Purfleet Road is open land. To the south of the Purfleet Industrial Park is the RSPB nature reserve and visitor centre at Aveley Marshes.

3.0 RELEVANT HISTORY

Reference	Description of Proposal	Decision
48/00059/FUL (part of site)	Extension of mineral working and new access	Approved
57/00003/FUL (part of site)	Tipping of refuse	Approved
57/00429/FUL (part of site)	Use of land for residential purposes	Refused
71/00906/FUL (part of site)	Secure lorry park and storage of vehicles	Refused
08/00858/TTGOUT	Outline planning application for the redevelopment of the site for employment use (Classes B1 (a) / B1(c) / B2 / B8 / Sui Generis car showroom) totalling 38,686 square metres (floorspace) with means of access and quantum of development to be approved. All other matters to be reserved	Approved, subject to s106
12/00862/OUT	Outline planning application for the redevelopment of the site for employment use totalling 38,686sq.m. (416,416 sq.ft) with means of access and quantum of development to be approved. All other matters to be reserved.	Approved, subject to s 106

17/00588/CONDC	Application for the approval of details reserved by condition nos. 6 (Parameter Plan), 7 (site levels), 8 (off-site highway works), 11 (Construction Environment Management Plan), 14 (surface water management), 20 (pollution control), 24 (boundary treatments), 25 (external lighting), 27 (cycle parking), 28 (external materials), 29 (renewable energy), 30 (ecological enhancement) and 31 (noise mitigation) of planning permission ref. 12/00862/OUT (Outline planning application for the redevelopment of the site for employment use total 38,686sqm with means of access and quantum of development to be approved. All other matters to be approved.)	Under consideration – reported elsewhere on this agenda
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- 3.1 The planning history set out in the above table that parts of the site have a history of mineral extraction and subsequent infilling with refuse. Historic Ordnance Survey mapping dating from the late 1930's first shows the northern part of site, now adjacent to the Wennington interchange used as a sand and ballast pit. Mapping from the early 1960's shows a disused sand and gravel pit extending across a substantial part of the north-west of the site. Records from the Environment Agency reveal that after the extraction of minerals from part of the site, the void was infilled with commercial and household waste. This landfill site is referred to as the Sandy Lane site and was operated by the former Greater London Council.
- 3.2 In 2008 an outline planning application was submitted to the former Thurrock Development Corporation proposing the development of the site with a mix of employment generating uses (ref. 08/00858/TTGOUT). Following referral of the application to the Secretary of State and the completion of a S.106 legal agreement, conditional planning permission was granted in June 2011. No reserved matters applications were submitted pursuant to this outline permission and this permission has 'timed-out'.
- 3.3 A further outline planning application (ref. 12/00862/OUT) was submitted in 2012 proposing the same amount of built floorspace, but with a greater proportion of Class B8 floorspace. The Planning Committee resolved to approve this application in 2013, subject to referral to the Secretary of State, a s106 agreement and planning conditions. Outline planning permission was granted in May 2014.

3.4 Elsewhere on this agenda is a report considering an application (17/00588/CONDC) for the approval of details reserved by a number of pre-commencement conditions attached to 12/00862/OUT. This accompanying application is brought before Planning Committee as it seeks permission to amend the parameters of the outline planning permission.

4.0 CONSULTATIONS AND REPRESENTATIONS

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

4.2 PUBLICITY:

This application has been advertised by way of individual neighbour notification letters sent to 81 nearby residential and commercial occupiers, press advert and public site notices. Five letters of objection have been received from residents in Purfleet Road and London Road raising the following concerns:

- increased traffic congestion;
- impact on air quality;
- increased noise;
- visual impact;
- unsuitable design and building materials;
- flood risk;
- disturbance during construction works;
- overlooking;
- loss of views; and
- unacceptable building height.

4.3 The following consultation replies have been received.

4.4 ANGLIAN WATER:

Impacts on the public surface water sewerage network have not been adequately assessed at this stage. Information for the discharge of condition no. 14 of the outline planning permission (surface water management) should be submitted.

4.5 ESSEX & SUFFOLK WATER:

No objection.

4.6 ENVIRONMENT AGENCY:

No reply received.

4.7 HIGHWAYS ENGLAND:

No reply received. In commenting on the outline planning applications, Highways England raised no objection to the proposals subject to mitigation secured through planning obligations. The s.106 agreement secures this mitigation.

4.8 ENVIRONMENTAL HEALTH:

No adverse comments.

4.9 FLOOD RISK MANAGER:

Detailed comments are provided in response to application ref. 17/00588/CONDC reported elsewhere on this agenda.

4.10 HIGHWAYS:

Request confirmation regarding accessibility to HGV parking bays. In response, the applicant has provided tracking diagrams for HGVs.

4.11 LANDSCAPE & ECOLOGY ADVISOR:

Detailed comments are provided in response to application ref. 17/00588/CONDC reported elsewhere on this agenda.

5.0 POLICY CONTEXT**5.1 National Planning Guidance**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:

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

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 48 subject areas, with each area containing several subtopics. Those of particular relevance to the determination of this planning application comprise:

- air quality
- climate change
- design
- determining a planning application
- flood risk and coastal change
- land affected by contamination
- light pollution
- natural environment
- noise
- renewable and low carbon energy
- use of planning conditions.

5.2 Local Planning Policy

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.

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 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.

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.

Thurrock Local Development Framework Core Strategy and Policies for the Management of Development (as amended) (2015)

The following Core Strategy policies apply to the proposals:

- CSSP2 (Sustainable Employment Growth)
- OSDP1 (Promoting Sustainable Growth and Regeneration in Thurrock)
- CSTP6: Strategic Employment Provision
- CSTP14 (Transport in the Thurrock Urban Area: Purfleet to Tilbury)
- CSTP22 (Thurrock Design)
- CSTP25 (Addressing Climate Change)
- CSTP26 (Renewable or Low-Carbon Energy Generation)
- CSTP27 (Management and Reduction of Flood Risk)
- PMD1 (Minimising Pollution and Impacts on Amenity)
- PMD2 (Design and Layout)
- PMD8 (Parking Standards)

Thurrock Local Plan

In February 2014 the Council embarked on the preparation of a new Local Plan for the Borough. Between February and April 2016 the Council consulted formally on an Issues and Options (Stage 1) document and simultaneously undertook a 'Call for Sites' exercise. It is currently anticipated that consultation on an Issues and Options (Stage 2 Spatial Options and Sites) document will be undertaken in the Autumn of 2017.

6.0 ASSESSMENT

6.1 The grant of outline planning permission (ref. 12/00862/OUT) in May 2014 established the principle of developing up to 38,686 sq.m. floorspace of warehousing, with ancillary offices on the site. The outline permission sets a number of limitations and parameters within which the development may occur, including maximum floorspace, the mix of Class B1(a) and B8 floorspace and the parameters for developed and non-developed areas. An application for the approval of details reserved by planning conditions (ref. 17/00588/CONDC) appears elsewhere on this agenda and proposes amendments to the parameters established by the outline permission. This submission for the approval of reserved matters is predicated on the revised parameters promoted by application ref. 17/00588/CONDC. On the assumption that the recommendation to approve the revised parameters is agreed, the issues to be considered in this case are the appearance, landscaping, layout and scale of the development with reference to the outline planning permission (as revised) and the impact upon surrounding amenity, the surrounding highways network, design issues and sustainability.

6.2 IMPACT ON AMENITY

There are no sensitive receptors to the east (A13) or west (Purfleet industrial estate) of the site. However, residential properties are located to the south of the site on the opposite site of Purfleet Road. The layout of the development would place Unit 2 closest to residential neighbours, although HGV manoeuvring areas and loading bays would be positioned on the building elevation facing away from dwellings. Therefore the Unit 2 building itself would act as a visual and noise screen. The less intensive activity of staff car parking would be positioned closest to the Purfleet Road boundary and would be screened by a bund planted with trees. There are no objections to the layout and impact on amenity with regard to noise or air quality issues. Subject to implementation and maintenance of the planted bund, the visual amenities of dwellings in Purfleet Road would not be harmed.

6.3 The two proposed buildings would be contemporary in appearance but employ the use of the random or pixelated arrangement of different grey and silver tones of

cladding to break-up the mass of the structures. The appearance of the buildings would also incorporate a barrel roof form in order to reduce height adjacent to the Purfleet Road frontage. The height of both proposed buildings would comply with the maximum height parameter established by the outline planning permission. Indeed the maximum height of Unit 2 (close to neighbouring dwellings) is below the maximum height parameter.

6.4 Under this heading it is concluded that the impacts on surrounding amenity arising from the layout, appearance, landscaping and scale of the proposals are acceptable.

6.5 HIGHWAYS IMPLICATIONS

Access arrangements for the development comprising:

- a new left-in only access from the southbound A1306 opposite its junction with Juliette Way;
- a realignment of the westernmost section of Purfleet Road to create a new signalised junction on the a1306; and
- a new HGV and other vehicle access into the site from the realigned Purfleet Road

were approved via the outline planning permission. The applicant and the highways authority completed a s278 (highways) agreement in July 2016 and works to create the new accesses commenced in April 2017. These works are ongoing and are estimated to be completed in autumn 2017.

6.6 The outline planning permission is subject to planning conditions addressing these off-site highways works, a potential Traffic Regulation Order to close the original section of Purfleet Road to through traffic and requiring details of cycle parking. With regard to car parking provision, the Transport Assessment accompanying the outline planning application noted the Essex County Council parking standards document (2009), although layout plans presented with the outline submission were purely illustrative.

6.7 The Draft Thurrock Parking Standards and Good Practice document (2012) suggests a maximum car parking provision of 1 space per 150sq.m. for Class B8 (warehousing) floorspace and 1 space per 30sq.m. for Class B1 (office) floorspace. As the development involves Class B8 floorspace with ancillary office floorspace it is appropriate to apply the mixed parking standard. Based on the proposed split of office (8% of total floorspace) and warehouse (92% of total floorspace) Draft Standards indicate that 297 car parking spaces are required. The layout proposes a total of 332 parking spaces allocated between 196 spaces for Unit 1 and 136

spaces for Unit 2. The Draft 2012 Standards notes that HGV parking provision for Class B8 uses should be based on “operational requirements”. Although this is a speculative development with no end-users for the buildings identified at this stage 100 spaces for HGV’s are proposed, in addition to 37no. dock levellers and level access docks. These operational HGV areas would be provided within secure yard areas with associated gatehouses and it is considered that sufficient HGV parking and loading areas have been provided to meet the requirements of potential future operators.

- 6.8 In considering vehicle parking issues it should be noted that obligations within the s106 legal agreement require a financial contribution towards improved bus services, a Travel Plan and corrective highways measures if monitored vehicles movements associated with the development exceed designated thresholds.

DESIGN ISSUES

- 6.9 The appearance of the building with reference to nearby residential amenity is considered at paragraphs 6.2 and 6.3 above. As the A13 carriageway and westbound off-slip adjacent to the site are at a lower level with intervening planting, views of the buildings would be limited and filtered. In any case the proposed approach to the cladding of the building would assist in enlivening the long elevations, particularly of Unit 1. The ‘front door’ of Unit 1 facing towards the Wennington interchange would be a largely glazed office elevation. The warehouse elevations of Unit 1 would be set well back from the A1306 frontage by a minimum of 30m, increasing to 140m.
- 6.10 As noted above, there is a comprehensive landscaping scheme for the development, with tree, shrub or hedge planting to all site boundaries. Proposed new planting in combination with consistent boundary treatments across the site will ensure that the development ‘reads’ as a single comprehensive development. In particular, the proposals include natural timber knee-rail and post and rail fencing adjacent to boundaries with black coloured weldmesh fencing to the yard area. This type of secure fencing represents a distinct improvement on the galvanised palisade fencing commonly found at commercial sites.
- 6.11 The outline planning permission is subject to planning conditions prohibiting working outside of the buildings and also restricting external storage, unless otherwise agreed in writing. A planning condition also requires the submission and agreement of external lighting. This submission is accompanied by an external lighting assessment and an indicative lighting layout which proposes a combination of either column or wall mounted LED lighting. Within the car parking area of Unit 2 closest to London Road four 8m high columns and one 8m high wall mounted luminaires are proposed. Due to the type of LED luminaires and the shielding and

angling of lamps any overspill lighting beyond the Purfleet Road site boundary would be minimal.

SUSTAINABILITY

- 6.12 An accompanying 'Energy and Sustainability Strategy Report' confirms that the development would meet the BREEAM 'very good' standard and would generate 10% of energy requirements from on-site sources. In this case the technologies proposed are an air source heat pump and roof-mounted photovoltaic panels. These matters are subject to planning conditions attached to the outline planning permission.

7.0 CONCLUSIONS AND REASONS FOR RECOMMENDATION

- 7.1 This application for the approval of reserved matters is considered to be in accordance with the parameters established by the outline planning permission (as amended by 17/00588/CONDC). Indeed, the reserved matters involve a slightly reduced floorspace compared to the outline approval. The appearance, landscaping, layout and scale of the proposals are considered acceptable with regard to their impact on the surrounding area and the highways network. This reserved matters application would ensure the satisfactory development of the site, as envisaged by the outline planning permission, and it is recommended that the reserved matters are approved.

- 7.2 With reference to planning conditions, the outline permission covers the majority of subject areas and the only conditions which can be imposed at reserved matters stage are those which relate directly to those reserved matters. Accordingly, only a limited number of planning conditions are recommended.

8.0 RECOMMENDATION

- 8.1 It is recommended that this application be APPROVED subject to the following planning conditions:

Approved plans

1. The development hereby permitted shall be carried out in accordance with the following plans and drawings:

30824-PL-100	Site Location Plan
30824-PL-101 B	Site Layout Plan
30824-PL-102	Ground Floor Plan Unit 1
30824-PL-103	First & Second Floor Plans Unit 1

30824-PL-104	Floor Plans Unit 2
30824-FE-75	Elevations Unit 1
30824-FE-76	Illustrated Elevations Unit 1
30824-FE-77	Elevations Unit 2
30824-FE-78	Illustrative Elevations Unit 2
30824-PL-109 A	External Works & Fencing
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1448-01 Rev. C	Layout Showing Proposed Soft Landscape General Arrangements
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1448-02 Sheet 7 Rev. A	Sections Through Proposed Landscaping – Section 2
1448-02 Sheet 8 Rev. A	Sections Through Proposed Landscaping – Section 3
DG-DT-S205 Rev. A	Typical detail of Protective Knee Rail Fencing

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

Ancillary structures

2. Prior to their construction or installation details of the design and appearance (including finishing materials) of the entry / exit gatehouses, electricity sub-station and sprinkler tanks (and associated pump houses) as shown on drawing ref. 30824-PL-101 B 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.

Landscaping

3. In the first planting season following the first occupation of the development (or in accordance with a programme previously agreed in writing by the local planning authority) the site shall be landscaped in accordance with the details shown on drawing nos.:

1448-01 Rev. C	Layout Showing Proposed Soft Landscape General Arrangements
1448-02 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning
1448-02 Sheet 1 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning
1448-02 Sheet 2 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning
1448-02 Sheet 3 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning
1448-02 Sheet 4 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning
1448-02 Sheet 5 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning
1448-02 Sheet 6 Rev. A	Sections Through Proposed Landscaping – Section 1
1448-02 Sheet 7 Rev. A	Sections Through Proposed Landscaping – Section 2
1448-02 Sheet 8 Rev. A	Sections Through Proposed Landscaping – Section 3

Any trees or plants which within a period of 5 years from the date of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation.

Reason: To ensure that the proposed development is satisfactorily integrated with its immediate surroundings and provides for landscaping as required by policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (as amended) (2015).

Management and maintenance of landscaping

4. Prior to the first occupation of the development (or part thereof) details of a

scheme for the long-term management and maintenance of the landscaping details referred to by condition no. 3 shall be submitted to and approved in writing by the local planning authority. The development shall thereafter be managed and maintained in accordance with the approved scheme, 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 (as amended) (2015).

Car parking

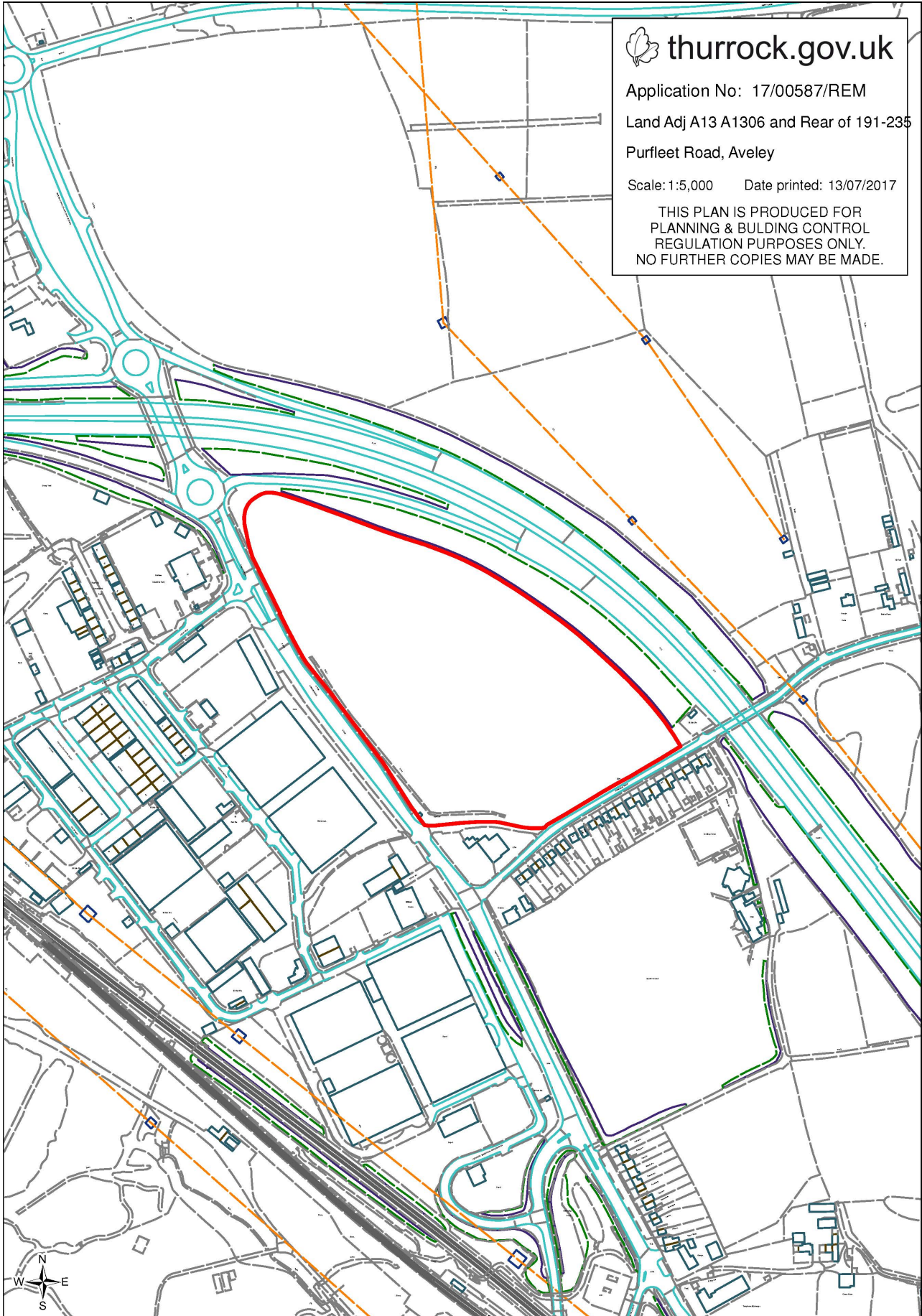
5. Prior to the first occupation of the development the car parking spaces shown on plan no. 30824-PL-101 B shall be provided and delineated. Notwithstanding the Town & Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no development shall be carried out on the site so as to preclude the use of those car parking spaces for their intended purposes. The car parking spaces shall be available in their entirety during the whole of the time that the buildings are open to users and visitors of the site.

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 (as amended) (2015).

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**
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Land Adj A13 A1306 and Rear of 191-235
Purfleet Road, Aveley
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