

<p>Reference: 17/00588/CONDC</p>	<p>Site: Land adj A13, A1306 and to north of nos. 191-235 Purfleet Road, Aveley</p>
<p>Ward: Aveley And Uplands</p>	<p>Proposal: 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.)</p>

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-FE-75	Elevations Unit 1	5 July 2017
30824-FE-75	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-115	Parameter Plan Overlay	3 May 2017
109932/2720 Rev. D	Proposed Levels Layout	3 May 2017
11058se-01	Topographical Survey sheet 1 of 2	3 May 2017
11058se-02	Topographical Survey sheet 2 of 2	3 May 2017
DG-DT-S205 Rev. A	Typical detail of Protective Knee Rail Fencing	3 May 2017
1448-02-Sht. 3 Rev. C	Purfleet Logistics Park layout showing proposed soft landscaping details for planning	3 May 2017
1448-02-Sht. 5 Rev. C	Purfleet Logistics Park layout showing proposed soft landscaping details for planning	3 May 2017
1448-02-Sht. 6 Rev. A	Purfleet Logistics Park sections through proposed landscaping – Section 1	3 May 2017

1448-02-Sht. 7 Rev. A	Purfleet Logistics Park sections through proposed landscaping – Section 2	3 May 2017
1448-02-Sht. 8 Rev. A	Purfleet Logistics Park sections through proposed landscaping – Section 3	3 May 2017

<p>The application is also accompanied by:</p> <ul style="list-style-type: none"> • BREEAM calculator • Construction Environmental Management Plan • Drainage Strategy • Energy and Sustainability Strategy Report • ES Addendum – Air Quality • ES Addendum – Ecology • ES Addendum – Landscape & Visual Impact Assessment • ES Addendum – Noise • External LED Lighting Assessment Report • Green Roof Appraisal • Technical Note Pollution Control 	
<p>Applicant: SEGRO (Purfleet) Limited c/o SEGRO PLC</p>	<p>Validated: 4 May 2017 Date of expiry: 29 June 2017</p>
<p>Recommendation: To Approve details reserved by condition no. 6 (Parameter Plan)</p>	

1.0 DESCRIPTION OF PROPOSAL

- 1.1 This application is brought before Planning Committee as it seeks amendments to the development parameters of the outline planning permission (12/00862/OUT) for which an application for reserved matters is found elsewhere on this agenda.
- 1.2 For the reasons explained in further detail below, consideration need only be given to condition 6 (Parameter Plan),

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	Approved, subject to s106

	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	
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
17/00587/REM	Application for approval of reserved matters (appearance, landscaping, layout and scale) following outline planning permission ref. 12/00862/OUT (Redevelopment of the site for employment use total 38,686sq.m. with means of access and quantum of development to be approved. All other matters to be reserved).	Under consideration – reported elsewhere on this agenda

- 3.1 The planning history set out in the above table shows 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 (17/00587/REM) for the approval of reserved matters following the grant of outline planning permission (12/00862/OUT).

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 press advert and public site notices. No replies have been received.

- 4.3 The following consultation replies have been received.

4.4 ANGLIAN WATER:

No objection to the variation of condition 6. Further details of the design of the drainage strategy should be provided (in relation to condition 14). (N.B. – at the time of drafting further information has been provided by the applicant).

4.5 ENVIRONMENT AGENCY:

No reply received.

4.6 NATURAL ENGLAND:

No reply received.

4.7 ENVIRONMENTAL HEALTH:

No objection to the variation of condition 6.

4.8 FLOOD RISK MANAGER:

No objection to the variation of condition 6. Further details of the design of the drainage strategy should be provided (in relation to condition 14). (N.B.at the time of drafting further information has been provided by the applicant).

4.9 HIGHWAYS:

No objection to the variation of condition 6. Request confirmation regarding accessibility to HGV parking bays. In response, the applicant has provided tracking diagrams for HGVs.

4.10 LANDSCAPE & ECOLOGY ADVISOR:

The principle of the proposed landscaping is satisfactory. The ecology addendum to the ES is considered appropriate.

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 later this year.

6.0 ASSESSMENT

- 6.1 This is an application for the approval of details reserved by planning conditions, in this case attached to the grant of outline planning permission ref 12/00862/OUT.

Such applications are usually determined under delegated powers. However, as the application seeks to amend the 'Parameters Plan' referred to by the outline planning permission, it is considered necessary to refer the matter to Planning Committee. In addition, as the submission includes addendums to the original Environmental Statement (covering the issues of air quality, noise etc.) the application is referred to Committee in order to ensure a robust consideration.

6.2 The details submitted to satisfy the requirements of the vast majority of conditions are relatively straightforward and do not require detailed consideration by the Committee. These conditions comprise:

- 7 – site levels;
- 8 – off-site highway works;
- 11 – Construction Environmental Management Plan;
- 14 – surface water management;
- 20 – pollution control;
- 24 – boundary treatments;
- 27 – cycle parking;
- 28 – external materials;
- 29 – renewable energy;
- 30 – ecological enhancement; and
- 31 – noise mitigation.

6.3 However, as the details submitted pursuant to condition no. 6 (parameter plan) seek amendments to the development parameters, it is the assessment of these revised parameters which are considered in detail by this report.

6.4 CONDITION NO. 6 (PARAMETER PLAN)

Application ref. 12/00862/OUT sought outline planning permission for commercial development, with all matters reserved for subsequent approval apart from access. The application was however accompanied by a 'Parameter Plan' which spatially identified:

- the area to be occupied by buildings (Building Zone);
- the area to be occupied by service yard(s) and parking (Logistics Area); and
- the areas for landscaping, surface water drainage features, noise and visual screens (Landscape Zones).

This Plan also defined maximum building dimensions (length, width and height).

6.5 Consideration of the outline planning application was partly predicated on parameters within this Plan and permission was granted subject (inter-alia) to

condition no. 6 which states:

Unless otherwise agreed in writing by the local planning authority, the arrangement of the developable building zone, logistics area and landscape zones within the site shall accord with the content of the Parameter Plan (drawing no. TP O (00) 01 rev. B).

Reason: To ensure that the scheme implemented is in accordance with the principles established by this permission and in order to protect the amenities of nearby residential occupiers.

- 6.6 The wording of the condition therefore allows, in theory, some flexibility, degree of tolerance or limit of variation to the approved parameters, subject to the approval of the local planning authority. The layout of the site promoted through the amended Parameters Plan and the accompanying reserved matters submission (ref. 17/00587/REM) is considered by the applicant to be “*more market facing ... to meet occupier demand more effectively*”.
- 6.7 A comparison between the approved Parameters Plan and the layout promoted by the current application and the reserved matters submission is provided in the table below:

Item	Outline Parameter Plan (12/00682/OUT)	Current submissions
Landscape Zone at NW corner, adj. A13 / A1306 junction	Landscape zone measuring between 9-22m in width located adjacent to road boundaries	Partial reduction in width of landscaping to max. 3m adj. A13. Reduction in landscaping zone adj. A1306 (although new landscaping is indicated on adj. highway land)
Landscape Zone adj. London Road	Landscape zone measuring between 4-7m in width	Partial reduction in width of landscaping (although new landscaping is indicated on adj. highway land)
Landscape Zone adj. Purfleet Road	Landscape zone measuring between 16-45m in width	Partial reduction in width of landscaping to minimum 10m
	<u>Current Submissions</u>	
Logistics Area at NW corner	Increase in extent of hardsurfacing (car / cycle parking area / circulation routes).	
Logistics Area adj. London	Increases and decreases in the extent of the	

Road	hardsurfacing (circulation routes) compared to the approved parameters plan. Overall neutral impact of proposed changes
Logistics Area adj. Purfleet Road	General increase in the extent of the logistics area bringing it closer to the Purfleet Road boundary. However, proposed increased in extent of logistics area @ SE corner adj. A13
Building Zone at NW corner	Increase in extent of building zone @ NW corner i.e. Unit 1 building approx. 3m closer to A13 / A1306 junction. Extent of Unit 1 building reduced from maximum extent on A13 and A1306 frontages i.e. Unit 1 would be at a greater distance from these boundaries compared to approved parameters
Building Zone adj. London Road	Position of Units 1 and 2 generally within the approved parameters i.e. positioned further away from the London Road boundary. However, the NW corner of Unit 2, comprising part of the offices, would be slightly outside of the approved parameter i.e. closer to London Road.
Building Zone adj. Purfleet Road	The southern elevation of Unit 2 would be located beyond the approved parameter. This elevation, at the south-western corner of the building, would be located a minimum of 38m from the front façade of the dwelling at no. 227 Purfleet Road. The approved parameter shows a minimum distance of some 68m between new building and existing facades.
A13 boundary	The approved parameters show no soft landscaping on the north-eastern boundary of the site adjacent to the A13. The current submissions propose new areas of planting on this part of the site.

6.8 The principal change from the approved Parameter Plan is the proposed extension of the logistics area and the building zone closer to the Purfleet Road boundary and the consequential reduction in the landscape buffer to this boundary. Put simply, the proposed Unit 2 building and parking areas associated with this Unit would be sited closer to adjoining residential receptors than approved. The implications on residential occupiers in Purfleet Road are considered below.

VISUAL IMPACT AND IMPACT ON DAYLIGHT

6.9 Policy PMD1 of the adopted Core Strategy generally seeks to protect the reasonable amenities of sensitive land uses, including housing, with regard to light and visual intrusion. As noted above, the closest residential dwelling to Unit 2 is

no. 227 Purfleet Road and the front, north-west facing façade of this neighbour would be positioned a minimum of 38m from the south-western corner of the new building. For the purposes of comparison the separation between dwellings and Unit 2 increases to a maximum distance of c.108m to no. 193 Purfleet Road.

- 6.10 With regard to the potential impact on daylight, the Building Research Establishment (BRE) report, "Site layout planning for daylight and sunlight" Second Edition 2011 is generally accepted as the industry-standard measure of good practice. As a 'rule of thumb' to assess the effect of new development on existing buildings, on a section drawing if none of the new development subtends an angle greater than 25° to the horizontal measured from the centre of the lowest window (c.2m above ground level) then the new development is unlikely to have a substantial effect on the daylighting of the existing building. The applicant has provided a section drawing from no. 227 Purfleet Road to the nearest part of Unit 2 which indicates that the 25° line referred to above would not be subtended. Indeed, a 20° degree would be achieved suggesting that the development is comfortably within the rule of thumb test for assessing impact on daylight. With reference to sunlight, as the development would be located to the north-west of residential neighbours any loss of direct sunlight or overshadowing would be minimal and within acceptable limits.
- 6.11 As the outline planning application was accompanied by an Environmental Statement (ES) which included a Landscape and Visual Impact Assessment (LVIA), the current submission includes an ES LVIA addendum. This addendum considers the visual effects on residential properties in Purfleet Road and notes that views over the site will be most noticeable from the upper floor of two-storey properties between nos. 227a and 243 Purfleet Road. During construction the effect on visual amenity is assessed as of major significance and adverse, although the construction phase is temporary in duration. In order to mitigate the visual impact during the operation of the development the proposals include the formation of a bund and associated planting.
- 6.12 Although there is an existing narrow bund on the site adjacent to the Purfleet Road frontage and to a maximum height of c.1.3m above 'natural' ground levels, the proposals include a more substantial feature in terms of both height and width, extending to all of the site's boundary on Purfleet Road. The height and width of the proposed bund generally increases to the east along the Purfleet Road boundary. However, with reference to the 'worst-case' relationship of the development to no. 227 Purfleet Road the bund would be a maximum c.7.7m high reducing to c.5m adjacent to the Purfleet Road frontage. Levels on site behind the proposed bund and opposite no. 227 Purfleet Road would be c.5.4m (with a retaining wall of the site side of the bund) and the effect of the bund would be to screen the lowest part of the building and cars using the parking area on the

southern side of Unit 2. Detailed soft landscaping proposals have been submitted which propose woodland planting to the majority of the Purfleet Road boundary. Native deciduous tree planting is proposed including field maple, silver birch, hornbeam, aspen, rowan etc. with specimen heights (on planting) between 3m and 10m. It is considered that the combination of the bund and new planting would mitigate the visual impact of the new buildings. Although there would be some filtered views of the Unit 2 building whilst the planting becomes established, especially during winter months, in the longer term the creation of a planted bund could be beneficial in visual terms. Consequently, the visual impact of the proposed changes to the parameters plan, over and above the impact which has already been assessed, is considered to be acceptable.

NOISE

- 6.13 As noted at paragraph 6.8 above, the effect of the proposed changes to the approved parameters plan would be to re-position the Unit 2 building and associated logistics areas closer to adjoining residential receptors in Purfleet Road. The extant parameters plan identifies a 'Logistics Area (service yard / parking)' located between the building zone and landscape zone on the Purfleet Road frontage. The approved parameter allows for car parking, HGV parking and vehicle access and turning areas on any part of the 'Logistics Area'. Indeed, illustrative site layout drawings accompanying the outline planning application indicated HGV parking and loading bays and dock levellers on the Purfleet Road elevations of the site.
- 6.14 However, the layout now promoted through this application and the reserved matters submission show car parking areas only closest to Purfleet Road, with HGV parking, loading bays and dock levellers sited located on the elevation of Unit 2 facing away from sensitive residential receptors.
- 6.15 An updated noise assessment has been submitted as an addendum to the ES. This assessment includes a noise survey of Purfleet Road undertaken in 2015 and modelling of predicted noise levels from the service yards, car parking, fixed plant and road traffic. The assessment concludes that Unit 1 is far enough away and effectively screened by Unit 2 not to be considered in terms of noise impact on the residential properties. Modelled noise levels from the Unit 2 service yard are below existing ambient noise levels on Purfleet Road. Predicted noise levels from the Unit 2 car park would be below existing daytime and night time ambient noise climate and within guidance levels. Noise from fixed plant is subject to a compliance condition on the outline permission requiring noise levels from these sources to be no greater than 5dB above background levels. Increases in noise from road traffic are modelled as negligible.

6.16 The consultation response from the Council's Environmental Health Officer agrees with the conclusions of the updated noise assessment. In particular, it is considered the site layout with the car parking adjacent to the Purfleet Road, in conjunction with the profile of the boundary landscaping, will provide adequate acoustic protection for the nearest residents from the HGV activity in the service yard without additional noise barriers. Consequently, the noise impact of the proposed changes to the parameters plan, over and above the impact which has already been assessed, is considered to be acceptable.

6.17 Air Quality

An updated air quality assessment has been submitted as an addendum to the ES to consider the proposed changes to the parameters plan, changes to policy and baseline conditions. The assessment concludes that the proposed changes to scheme design will not result in significantly different impacts to those identified by the original planning application. Indeed air quality for the nearest sensitive receptors in Purfleet Road will most likely be very marginally better, as HGVs on the site will operate further away from these properties than they may otherwise have done under the original parameters plan. With nearby measured concentrations having generally reduced in recent years it is also likely that the original air quality assessment over-predicted total concentrations. Therefore, the air quality impact of the proposed changes to the parameters plan, over and above the impact which has already been assessed, is considered to be acceptable.

7.0 CONCLUSIONS AND REASONS FOR RECOMMENDATION

7.1 The outline planning permission for this site reserved all matters apart from access. However, condition no. 6 of the permission requires compliance with a parameter plan (identifying areas for buildings, servicing, parking, landscaping etc.) "*unless otherwise agreed in writing by the local planning authority.*" The wording of the condition therefore allows enough flexibility for the applicant to seek revised parameters and it is a matter for the local planning authority to consider whether these revised parameters are acceptable (i.e. if the current parameters had formed part of the original submission would outline permission have been granted).

7.2 The main effect of the proposed amendments to the parameters plan would be to relocate the proposed Unit 2 building and associated car parking areas closer to adjoining residential receptors in Purfleet Road. Subject to mitigation in the form of a landscaped bund along the site's southern boundary the impact on landscape and visual receptors would be mitigated. The revised parameters raise no issues with regard to daylighting or sunlighting to neighbouring dwellings. The implications for noise and air quality are acceptable. Indeed the layout of the site promoted by the accompanying reserved matters application places noisier operations

associated with HGV's away from the more sensitive southern boundary of the site.

- 7.3 In the absence of planning objections to the revised parameters it is considered legitimate for the approved parameters to be amended via the current submission (for the approval of details reserved by planning condition). This application is accompanied by relevant addendums to the original ES to ensure a robust assessment.
- 7.4 At paragraph 6.2 above it is noted that the current submission includes details to discharge a large number of the conditions on the outline planning permission. However, this report deals exclusively with the implications raised by condition no. 6 with regard to the revised parameters plan. Therefore it is recommended that the revised parameters plan is agreed pursuant to condition no. 6 but that the remaining conditions are dealt with separately under delegated powers (as these are more straightforward matters to determine).

8.0 RECOMMENDATION

- 8.1 That the revised Parameter Plan (ref. 30824-PL-112) is agreed as a revision to the original Parameter Plan (ref. TP O (00) 01 Rev. B) pursuant to condition no. 6 of planning permission ref. 12/00862/OUT.

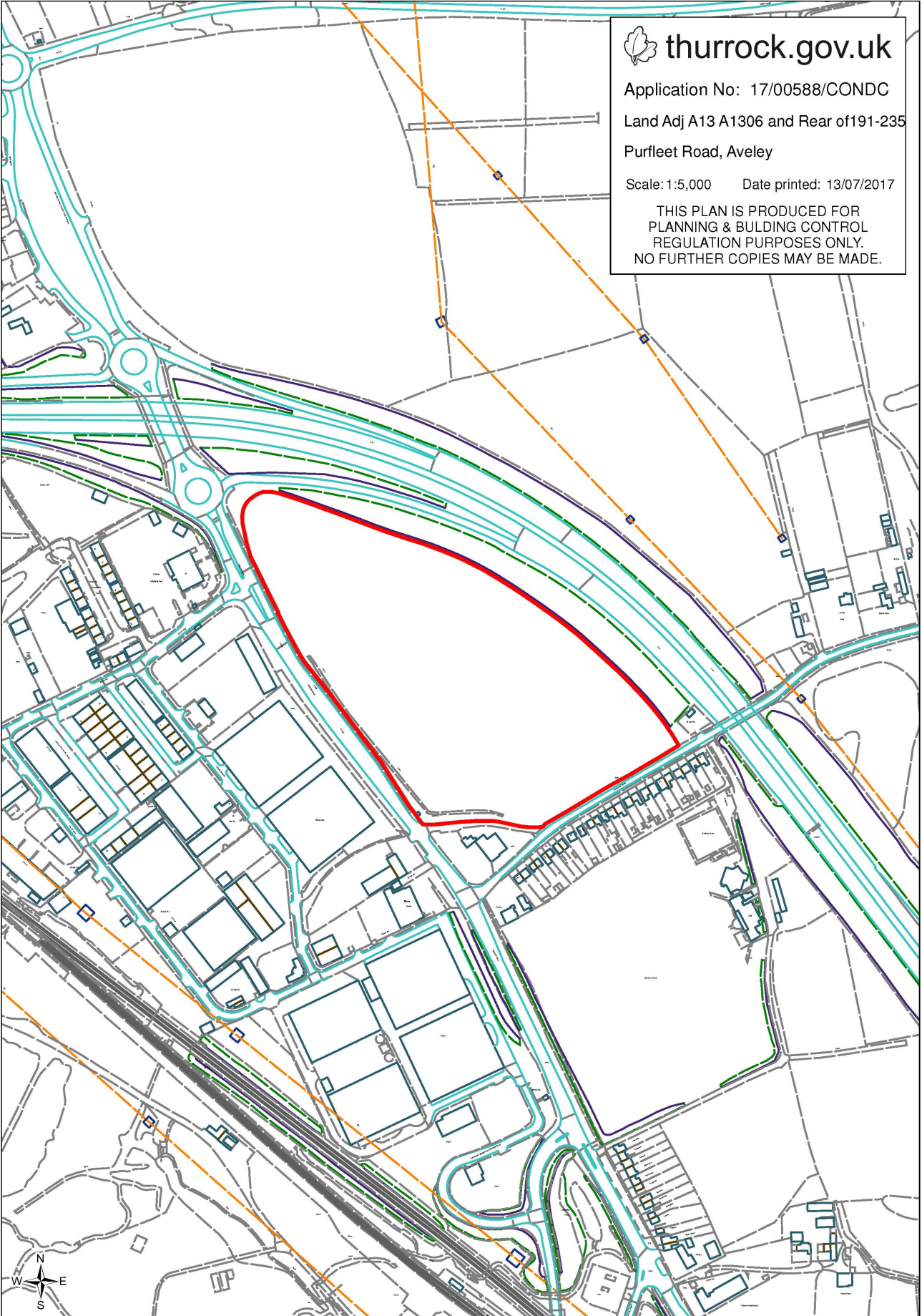
INFORMATIVE

The applicant is reminded that this decision relates only to condition no. 6 of permission ref. 12/00862/OUT. The remaining details to discharge condition nos. 7, 8, 11, 14, 20, 24, 25, 27, 28, 29, 30 and 31 of planning permission ref. 12/00862/OUT (submitted under application ref. 17/00588/CONDC) will be considered separately via delegated powers.

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: 17/00588/CONDC

Land Adj A13 A1306 and Rear of 191-235

Purfleet Road, Aveley

Scale: 1:5,000 Date printed: 13/07/2017

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