

<p>Reference: 23/00033/FUL</p>	<p>Site: Units 1 To 8 Including Burger King Thurrock Shopping Park Weston Avenue West Thurrock Essex</p>
<p>Ward: West Thurrock and South Stifford</p>	<p>Proposal: Demolition of existing structures and redevelopment of the site for B8 (storage and distribution) use including servicing, parking, access (including access ramp), landscaping, means of enclosure and associated development</p>

Plan Number(s):		
Reference	Name	Received
17646 - 150A	Location Plan	10th January 2023
17646 - 151A	Existing Site Layout	10th January 2023
17646 - 160	Existing Elevations Block A	10th January 2023
17646 - 161	Existing Elevations Block B	10th January 2023
17646 - 162	Existing Elevations Block C	10th January 2023
17646 - 163	Existing Elevations Block D	10th January 2023
17646 - 170B	Proposed Site Layout	11th July 2023
17646 - 171D	Proposed Ground Floor Plan	11th July 2023
17646 - 172C	Proposed Ground Floor Mezzanine Plan	11th July 2023
17646 - 173C	Proposed First Floor Plan	11th July 2023
17646 - 174C	Proposed First Floor Mezzanine Plan	11th July 2023
17646 - 175D	Proposed Roof Level Plan	11th July 2023
17646 - 176C	Proposed Roof Plan	11th July 2023
17646 - 177D	Proposed Elevations	11th July 2023
RG-LD-100 REV D	GA Hard and Soft Landscape Works Plan - Overall	11th July 2023
RG-LD-101 REV D	GA Hard and Soft landscape works – arrival sheet 1	11th July 2023
RG-LD-102 REV D	GA Hard and Soft landscape works – arrival sheet 2	11th July 2023
RG-LD-103 REV E	Plant Schedules	11th July 2023
17646 - 178B	Proposed Sections	11th July 2023
332410781_SK16_P01	Proposed Site Layout	25th August 2023

The application is also accompanied by:

- Planning Statement
- Design and Access Statement
- Arboricultural Impact Assessment and Tree Survey Plans
- Archaeological Desk Based Assessment
- Drainage Strategy
- Ecological Impact Assessment (including Biodiversity Net Gain assessment)
- Economic Benefits Statement
- Energy and Sustainability Statement
- External Lighting Assessment
- Flood Risk Assessment (and additional details)
- Ground Investigation Report
- Health Impact Assessment
- Landscape and Visual Impact Assessment (LVIA), LVIA Addendum
- AVRs & Revised AVR (Actual View Realisation)
- Noise Impact Assessment
- Outline CEMP (Construction and Environmental Management Plan)
- Retail Catchment Analysis and revised Retail Assessment
- Statement of Community Involvement
- Transport Assessment (TIA)
- Transport Note 6
- Transport Note 7
- Transport Note 8
- Transport Note 8.1
- Transport Note 11
- Transport Note 11 Additional Details
- Waste Management Plan

Applicant:

Thurrock Trustee No.1 and No.2 Limited
c/o Stantec

Validated:

09 January 2023

Date of expiry:

01 March 2024 (PPA time extension agreed)

Recommendation: Grant Planning Permission subject to conditions and obligations

This application is scheduled for determination by the Council’s Planning Committee because the application is considered to have significant policy or strategic implications (in accordance with Part 3 (b) Section 2, 2.1 (a) of the Council’s constitution).

1.0 BACKGROUND AND DESCRIPTION OF PROPOSAL

1.1 The key elements of the proposals are set out in the table below:

Site Area (Gross)	6.22 ha (slightly less is usable space due to the former chalk quarry's cliff faces and banks to the north/west and east of the application site)		
Employment	Up to an estimated – 662 jobs Estimated 988 jobs during construction		
Units	2 industrial/warehouse units		
Land Uses and Floorspace	Use Class	Maximum Floorspace (sqm)	
	B8 – Storage and Distribution	61,893 sqm	
Green Infrastructure	Augmentation of exiting green screen to west/north and new hedging to garden rooms		
Ecological Mitigation	27.12% increase in Habitat Units and a 61% increase in Hedgerow Units on site		
Building Heights	33.6m above AOD/ground level (+ 3m plant and roof access)		
Access	Two vehicle access points from Weston Avenue		
Parking	Car Parking – 242 car parking spaces to serve 2 units HGV Docking/Van Stations – 68 (34 each floor) Cycle Parking – 84 cycle parking spaces		

- 1.2 Full planning permission is sought for the demolition of existing buildings and the clearance of the site to allow for the redevelopment of the site to provide warehousing floorspace within Use Class B8 – storage and distribution - comprising one 2-level building with 2 units (one on top of the other) with a total floorspace of 61,983 sqm, together with associated access (including a ramp/bridging section), parking, and landscaping.
- 1.3 The proposal is speculative and, as such, no end user (s) was/were unknown at the time of submission of the application. No update on this has been provided by the applicants prior to the drafting of this report.
- 1.4 The following headings describe the proposal in more detail:

Access/Transportation

- 1.5 The existing site vehicle access location from Weston Avenue would be reused providing access (at the lower level) to the rear of the 2-storey building for HGVs/lorries and to the front of the building for cars and cycles (including motorised).

- 1.6 In addition, a new ramped access would be formed by way of a curved bridge from the upper ground level (the former edge of the quarry) adjacent to “Pets at Home” unit on the neighbouring retail park to provide HGV/lorry access and car access to the upper floor of the proposed building. This would include the partial loss of the existing car park area to the western side of the Pets at Home unit. It would connect with the rising roadway from the northern arm of the roundabout to its south.
- 1.7 It is proposed that there would be 34 loading bays to each floor of the building (totalling 68 loading bays); of which 44 would be for HGVs and 24 for vans.
- 1.8 The applicant is offering a contribution of £250,000 towards cycle path improvements.
- 1.9 A bus service is proposed to be diverted to service the site from Purfleet Station (with bus stops to the east of the application site).

Layout and Uses

- 1.10 The proposed building would be for a B8 (warehouse and distribution) use.
- 1.11 The building’s two floors/units would be accessed by staff/visitors from a single entrance core to the south-east of the building. The building would provide 61,893 sq.m (gross internal area) including just over 7,000 sq.m of ancillary office/comfort space, split equally across the two floors. It is proposed that the use(s) would operate 24/7/365 (all hours, all days of the week, every day of each year including bank and public holidays).
- 1.12 In terms of site layout, the two-storey building would be located centrally, extending across the majority of the depth/width of the application site within the access roads with a car parking/landscaping area at ground floor level to the front (east) and some car parking to the north of the building at the upper floor level deck.
- 1.13 Given the difference in land levels (approx. 9-10m) between the existing lower and upper retail park (TSP) area, a new bridge would be constructed to link the two areas to provide a northern access to the upper open rear deck area.
- 1.14 The ancillary offices and comfort space for workers would be located the length of the frontage façade on each floor facing east towards the remainder of the Thurrock Retail Park/Lakeside Shopping Centre.
- 1.15 The HGV loading bays would be located to the rear (western side of the building) with the upper floor bays accessed via the new bridge and the ground floor HGV loading bays accessed from the south.

- 1.16 Some landscaping areas would be provided around the edges of the site to the north and west to augment the existing boundary planting. A landscaped area would also be provided to the front of the building in the form of hedging on a diagonal providing linked “outdoor rooms” for staff amenity. There would be no planting areas to the south of the site due to the location of the access road here.

Scale and Height

- 1.17 The proposal is for a two-storey industrial/warehouse building of a rectangular shape with a less deep section to the northern end. The building would have maximum dimensions of approximately 232m by 130m with an undulating roof reaching a height of 33.6m above the site’s existing ground level (to parapet) with 3m of plant/roof access above. In terms of its scale, the proposal would comprise a gross internal floorspace of 61,893 sq.m which is an increase of over 37,000 sqm on the existing built development at the site.
- 1.18 The building would be taller than surrounding buildings within the Thurrock Shopping Park (TSP) (including those at the upper level) and also those within the wider locality.
- 1.19 The building would be a similar height to the late 1980s 110ft (33.5m) tall, 3-sided Thurrock Estate Clock Tower built.

Appearance and Materials

- 1.20 The 2-storey building would appear as a large industrial/warehouse building with large apertures to the rear providing direct loading of HGV/lorry/vans to the warehousing areas from wide concrete apron/deck areas to the rear of the building.
- 1.21 To the front (eastern) elevation, there would be significant areas of glazing to the ancillary office/support areas, mainly in two bands but also in blocks. The front elevation would have cladding/panelling with down stripes. The front elevation would be also articulated with some setting back/projection of parts of the front elevation. To the rear, north-western corner, it is proposed to provide a higher section of contrasting (dark) materials with a cut in geometric pattern to accentuate this part of the building which is located directly above the roundabout at Junction 31 which provides access to both the A1306 and the M25/A282.
- 1.22 It is also proposed to provide a large set forward wall of plants providing a 33m high “Green” wall feature to the northern section of the front elevation facing east. It is indicated that a watering mechanism would be employed to ensure that the green

wall is well hydrated together with a maintenance plan to ensure that any dying/dead planting is removed/replanted.

- 1.23 Apart from the green wall which would be provided with a suitable hard backing which are Translucent Panels that are backlit to support the watering system, the walls of the building would be a mixture of Pre-Fab concrete, cladding and panelling. External colours would be mid to light brown/beige. A mesh-type cladding would be provided for climber plants. It is proposed to provide a graphic design feature to the north-western corner of the building fronting onto the roundabout/M25/A1306. Windows would be included in the front elevation design of the building.
- 1.24 Whilst not visible from ground floor level (due to the proposed parapet) the roof of the building would comprise a series of shallow domed sections which would be provided with roof glazing to the northern slopes and solar panels (covering 5,330 sq.m) to the southern slopes.
- 1.25 It is proposed that the paths would be provided with concrete paving slaps with parking areas provided with porous paving blocks. The new access road/bridge etc would be provided in materials to match the existing road surfacing. The bridge would not be accessible to pedestrians such that no footpath is provided.
- 1.26 While signage details are not provided (and will in any event require separate consent under the Advertisement Regulations), locations for advertising are shown to the front of the building to its south-eastern corner, close to/on the entrance core, and to the top of the contrasting section (approx. 36m above AOD) to the rear/north-west to the sides fronting the M25/A282 and the A1306. Due to the height of the proposed building above existing neighbouring development such high level signage locations would be visible in longer distance views. It is noted that appearance and highway safety implications of any advertising would be assessed under any advertisement regulations submission, including its location on the building.

Landscaping and Ecology/Biodiversity

- 1.27 As indicated above, some landscaping would be provided to the front (east) of the building, surrounding the proposed car parking area and existing boundary planting to the west, north would be augmented.
- 1.28 While all trees would be removed from the existing large retail parking area (incidental planting) and some trees would be removed from the boundaries of the application site to the north and west to make way for the proposed larger building

and bridge works, it is proposed to provide new trees at the site along the northern and western boundaries to augment retained vegetation.

- 1.29 It is also proposed to provide an “Employee Garden” at the front of the site between the car park and the access roads; this would have a path and grassed areas with hedging provided diagonally to make a series of small “outdoor rooms”.
- 1.30 In respect of ecology and biodiversity (the number of different biomes), the proposal would provide an overall increase with a “Biodiversity Net Gain” assessment against the 3.1 metric.

Ecological Impact Assessment

- 1.31 The EIA includes a Habitat Survey, Protected Species Survey and a Preliminary Bat Roost Assessment. It is noted that there is no ancient woodland or habitats of principal importance but that there are birds’ nests likely on site. The assessment concludes that the site is of limited ecological value and suggests conditions could be attached to any approval to require a pre-demolition survey for bats nesting in the existing buildings and one for ecological mitigation measures.

Biodiversity 3.1 Audit

- 1.32 The Audit indicates that there would be an increase in both habitat and hedgerows at the application site and, as such the net change in units would be Habitat: 1.72 and Hedgerow 0.55. It is stated that there would be a lowering of units for woodland/trees from 0.38 to 0.28 although the value would be increased from 1.52 to 1.87 and that grass would increase both in unit change (+1.44) and in value from 0.18 to 1.62). There is no off site provision proposed.

Construction and Phasing

- 1.33 The proposal is for one building with two industrial-height “floors” and two separate vehicle access, one to each floor. It is not intended that there would be any requirement for a phased approach.

Ground conditions and levels

- 1.34 The application site is in a former chalk quarry. Chalk cliffs remain to the east and north/west of the site such that the eastern part of TSP, Arterial Road (North) and the M25 (and slip road) (west) are all located so they are above site ground level. The majority of the site however is at ground level and at its southern point where the Weston Avenue access is on level (lower) ground.

Drainage

- 1.35 The Flood Risk Assessment indicates that the site is at risk as it is located in Flood Zone 3 however there are flood defences in place along the River Thames. Mitigation measures include that the finished ground floor level will be 2.85m above AOD. The FRA notes that the residual risk is acceptable for the lifetime of the development and that the site is not in a Ground Water Protection Zone. It indicates that a Flood Water Evacuation Plan is not required as safe access/egress exists. A surface water drainage strategy has also been submitted.

Energy and water use

- 1.36 The submitted Energy and Sustainability Statement indicates that the proposal will aim to meet current standards in respect of reductions to CO2 emissions and energy use by meeting Part L of the 2021 Building Regulations. The development would provide 2,942 photovoltaic panels to the roof, achieve BREEAM standards, use A-rated materials, sort and recycle waste during construction and employ the “eliminate, reduce, reuse, recycle” motto in line with legislation and contribute £12,533.33 to the Carbon Offset Fund. The building will use water conservation measures including low-flow taps and rainwater harvesting which the occupiers will introduce.

External lighting

- 1.37 As the proposed B8 (storage and distribution) use is proposed to operate 24/7/365, external lighting will be needed to ensure that the site is safe for all users at all times, including pedestrians, cyclists and HGV/Vans. It is proposed in the applicant’s External Lighting Assessment that there would be 8m high lamp columns to the front car park area, 8m columns and attached lanterns to the access roads and bulk-head luminaries to the access/vehicle ramp, wide-spread bay luminaries to the ground floor yard area, 8m high columns and attached lanterns for the first-floor yard. Lighting levels are given as 10, 20 and 50 lux. The submitted plans show that there would be no light spill outside the application site, nor onto the rear wooded bank. Landscape architectural lighting is identified as being of low impact and does not form part of the External Lighting Assessment. Any lit signage would similarly not form part of this assessment as it will require separate consent under the Advertisement Regulations.

Economic Benefits Statement

- 1.38 The applicant’s statement indicates that the proposal would result in £192.1m in economic output and that there would be an increase from the current employment level of 264 to 1,161 and that during construction 988 people would be employed.

Of these 662 jobs (full time equivalent) would be available for local residents. It is also indicated that there would be 433 indirect jobs.

Health Impact Assessment

- 1.39 The submitted assessment concludes that the proposal would have an overall beneficial effect on health due to providing jobs as well as additional benefits such as BNG (Biodiversity Net Gain).

Archaeological Assessment

- 1.40 The submitted assessment indicates that the site is of a former chalk quarry and that there are no archaeological remains to investigate.

Highway Strategy

- 1.41 Details submitted include parking for 242 cars, cycles, motor-cycles, disabled people's car parking spaces. A draft Travel Plan has been submitted although it is acknowledged that as a speculative scheme, final details will need to be provided (through a S106 agreement). For the same reasons, there are no details provided regarding servicing and refuse strategies.

2.0 SITE DESCRIPTION

- 2.1 The application site occupies the majority of the former chalk quarry which is located to the western boundary of the Thurrock Retail Park. It lies to the south of the A1306 (Arterial Road) and east of the A282 (M25), north of the Dartford Crossing. The site area is approximately 6.2 ha.
- 2.2 The application site comprises the western part of Thurrock Shopping Park (TSP) with the existing "big box" retail units located on the lower level to the western side of the Thurrock Shopping Park. However, the site boundary also includes the slope up (current access road) on the eastern boundary (on the top of the former quarry edge) and part of the car park adjacent to the Pets at Home unit on the upper level of TSP (approx. 9-10m difference in level). The applicants also own the upper level retail park units to the north east of the site. The site comprises 13 units located on the western/southern side of a large, shared car park area including a small restaurant located on the eastern side close to the existing roundabout. A detached cycle store is located in the building to the south of the access. At the time of an Officer site visit in August 2023 occupiers of the retail warehouse shops included TK Maxx, M&S outlet, ASDA Home, Boots, Go Outdoors and Poundland. The northern-most unit was the only unit which was vacant (former "Smyths" toy store).

3.0 RELEVANT PLANNING HISTORY

3.1 The site has a lengthy planning history and relevant to this proposal is the planning history set out below:

Reference	Description	Decision
83/01009/FUL	Clock tower and sales office	Approved 20.12.1983
THU/1007/86 (86/01007/OUT)	Retail Warehouse Park	Approved 30.01.1987
86/01007A/FUL	Retail Warehouse	Approved 27.11.1987
86/01007B/OUT	Multi-screen cinema	13.04.1988
09/50017/TTGFUL	Change of use from cinema to non food class A1 retail use together with associated external changes, revised car parking layout, sprinkler tanks, GPR pump house and electricity sub station.	Approved 20.05.2009
11/50346/TTGFUL	Redevelopment of the existing Odeon (ex UCI) cinema for retail purposes together with reconfiguration of car parking, internal linkage works and a new pedestrian crossing across West Thurrock Way.	Approved 14.03.2012
22/01471/SCR	Request for screening opinion for the demolition of existing commercial uses and the construction of up to 65,000 square metres (sqm) Gross Internal Area (GIA) of commercial uses (comprising Use Class E(g)(iii), B2 and/ or B8 uses), as well as servicing, parking, access, landscaping and means of enclosure at Thurrock Shopping Park	EIA not Required 11.11.2022

4.0 CONSULTATION AND REPRESENTATIONS

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

4.2 PUBLICITY:

This application has been advertised by way of individual neighbour notification

letters, press advert and public site notice which has been displayed nearby. Further consultation was undertaken following the change in description to remove B2 (general industrial) and E2 (light industrial) uses.

Two objections have been sent raising with the following concerns:

- Additional traffic causing congestion (blocking the junctions)
- Environmental Pollution – HGVs pumping out polluting diesel smoke
- Possible excessive noise
- Loss of commercial properties
- About building height
- Construction hours
- More traffic to already busy roads
- High levels of HGVs causing more road damage including potholes, carved tyre marks on the road surface
- HGV already struggle to get out of the J31 service station onto the roundabout at the top of this potential development and adding more is not going to assist in the matter
- Adverse impact on the newly built residential properties/occupiers in Lakeside basin
- No need for more warehousing; community facilities are needed

4.3 ANGLIAN WATER:

No objection but recommends petrol/oil interceptors are fitted in all car parks.

4.4 CADENT GAS:

No objection but recommend an informative is added to any approval.

4.5 ECONOMIC DEVELOPMENT

Recommend that a local employment and skills land is prepared for the construction and end user phase. A local procurement plan shall also need to be submitted. In addition a financial contribution to local job support/brokerage is needed of £25,000.

4.6 EMERGENCY PLANNER:

No objection subject to a condition requiring a site-specific Flood Warning and Evacuation Plan (FWEP).

4.7 ENVIRONMENT AGENCY:

No objection subject to a condition related to Land Contamination.

4.8 ENVIRONMENTAL HEALTH:

No objection subject to conditions regarding noise mitigation measures being in accordance with the acoustic report requirements, a watching brief for contaminated land, and a Construction Environmental Management Plan.

4.9 ESSEX AND SUFFOLK WATER

No response.

4.10 ESSEX COUNTY COUNCIL ARCHAEOLOGY:

No objection as the site is previously developed land all of the archaeological deposits would have been destroyed by the quarrying that has occurred at the site.

4.11 ESSEX POLICE ARCHITECTURAL LIAISON OFFICER:

No objections but recommend Secured by Design (SBD) requirements.

4.12 FLOOD RISK ADVISOR:

No objection subject to planning condition requiring the submission of a surface water drainage scheme.

4.13 HEALTH AND SAFETY EXECUTIVE:

No response.

4.14 HIGHWAYS OFFICER:

No objections subject to conditions which shall cover the need for a vehicle booking system, details of the highway within the site, parking, loading and unloading, freight management plan, car park management plan, construction environmental management plan. There is a need for improvements including an LTN 1/20 compliant cycle works and pedestrian works to link the site to the facilities on the A1306, including the appropriate LTN 1/20 crossing across Weston Avenue, the upgrading of the zebra crossing on West Thurrock Way to north of the West Thurrock Way and Weston Avenue roundabout to an appropriate LTN 1/20 combined cycle and pedestrian facility, improved pedestrian and cycle crossing facilities at the West Thurrock Way arm of the MSA roundabout again to make them LTN 1/20 compliant, improved access for cycling throughout the lakeside Basin and

improved links to the proposed change of access for cycling to the A282 which would be undertaken as part of Travel Plan improvement measures. A s278 agreement under the Highways Act will be needed for some of these works and this can be linked to a s106 agreement which will also include a travel plan, the requirement for bus stops and routing changes to the development as offered by the applicant and reservation of land for a possible in/out access from existing retail park to the west of West Thurrock Way (B186).

4.15 LANDSCAPE AND ECOLOGY ADVISOR:

No objection as it is considered that the proposed development would not result in significant landscape or ecological effects despite the scale of the proposed building. No in principle objection to the proposal subject to conditions being attached relating to submission of details of the landscape scheme, the securing of materials including the living wall and mitigation measures as set out in the LVIA and ecological and landscape plans including tree planting.

4.16 NATIONAL HIGHWAYS:

No objections as the development's net impacts (minus the existing use) are not significant or sufficiently severe to require mitigation at M25 Junctions 30. The microsimulation modelling for the J30 off slip and J31-30 link road shows no additional northbound queueing on our network in the evening peak hour but a small increase that can be managed in the morning peak hour to the Junction 30 stop line. On this basis, National Highways do not seek mitigation. National Highways note that there are other matters regarding sustainable and active travel measures that will be implemented by the developer, through agreement with Thurrock Council, that will act to reduce local network trips.

4.17 PUBLIC HEALTH:

No objection but consider the Health Impact Assessment (HIA) requires strengthening to ensure that health and wellbeing is fully factored into the design, construction and operation of the development.

4.18 TRAVEL PLAN CO-ORDINATOR:

No objections subject to a revised Travel Plan being submitted for approval and an assessment and annual monitoring fee of £1,050 for each travel plan from first occupation until 5 years after the last unit has been brought into use. A car club condition is also recommended.

4.19 URBAN DESIGN:

Object for the following reasons:

Scale and Massing

The scale and massing of the building of 33.7m high which is roughly equivalent to a standard 10 storey residential building. This is a significant increase in height from the existing structures on site, as well as surrounding buildings and raises concerns in terms of potential negative impact on wider character with regard to policy CSTP22 – Thurrock Design and policy PMD2 – Design and Layout) and shows overdevelopment of the site.

Layout and Site Coverage

The current proposal seeks to maximise plot coverage and visibility at the expense of developing on a theme present in the original layout of the Tunnel Estate: of creating an arrival experience around a prominent clock tower landmark, and by delivering a sense of enclosure through the arrangement of built form. The extensive plot coverage and layout pushes forward from the original layout intention of the Tunnel Estate, which affects the wider sense of place and legibility of the clock-tower as an arrival landmark. In doing so, it worsens the current rationale behind the establishment of a sense of place, but also fails to establish a new rationale for a sense of place that considers its relationship to the surrounding existing buildings and setting.

Appearance & Materiality

Design should be a critical consideration for the scheme given its size and location. If developed as drawn, the building would be one of the taller buildings in Thurrock and within a prominent gateway location to the borough (via the M25/A13 junction). The visibility of the scheme itself is significant and clearly demonstrated in the applicant's verified views and justifies the need to ensure a high-quality design and appearance that supports positive place-making and visually attractive architecture. The large primary frontage remains a key concern given its visibility and scale compared to the existing buildings on site and surrounding context.

Landscaping & Public Realm

The proposed landscaping, in terms of tree planting, does little to mitigate the significant and negative effects that the large scale and mass of the building have on the character of the local context.

5.0 POLICY CONTEXT

5.1 National Planning Policy Framework

The latest NPPF was published in September 2023. Paragraph 11 of the

Framework sets out a presumption in favour of sustainable development. This paragraph goes on to state that for decision taking this means:

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

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

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

The NPPF sets out the Government's planning policies. Paragraph 2 of the NPPF confirms the tests in s.38 (6) of the Planning and Compulsory Purchase Act 2004 and s.70 of the Town and Country Planning Act 1990 and that the Framework is a material consideration in planning decisions. The following chapter headings and content of the NPPF are particularly relevant to the consideration of the current proposals:

- 2. Achieving sustainable development
- 4. Decision-making
- 6. Building a strong, competitive economy
- 8. Promoting healthy and safe communities
- 9. Promoting sustainable transport
- 11. Making effective use of land
- 12. Achieving well-designed places
- 14. Meeting the challenge of climate change, flooding and coastal change
- 15. Conserving and enhancing the natural environment
- 16. Conserving and enhancing the historic environment

5.2 Planning Policy Guidance (PPG)

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

- Air Quality
- Climate change
- Design: process and tools
- Effective use of land
- Environmental Impact Assessment
- Flood Risk and Coastal Change
- Healthy and safe communities
- Historic environment
- Land affected by contamination
- Land Stability
- Light pollution
- Natural Environment
- Noise
- Planning obligations
- Renewable and low carbon energy
- Transport evidence bases in plan making and decision taking
- Travel plans, transport assessments and statements in decision-taking
- Use of Planning Conditions

5.3 Local Planning Policy Thurrock Local Development Framework

The “Core Strategy and Policies for Management of Development” was adopted by Council on the 28th February 2015. The following policies apply to the proposals:

OVERARCHING SUSTAINABLE DEVELOPMENT POLICY

- OSDP1 (Promotion of Sustainable Growth and Regeneration in Thurrock)

SPATIAL POLICIES

- CSSP2 (Sustainable Employment Growth)
- CSSP3 (Sustainable Infrastructure)

THEMATIC POLICIES

- CSTP6 (Strategic Employment Provision)
- CSTP7 (Network of Centres)
- CSTP8 (Viability and Vitality of Centres)
- CSTP14 (Transport in the Thurrock Urban Area)
- CSTP15 (Transport in Greater Thurrock)
- CSTP16 (National and Regional Transport Networks)
- CSTP17 (Strategic Freight Movement and Access to Ports)
- CSTP18 (Green Infrastructure)
- CSTP19 (Biodiversity)
- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)
- CSTP24 (Historic Assets and Historic Environment)
- CSTP25 (Addressing Climate Change)
- CSTP27 (Management and Reduction of Flood Risk)
- CSTP29 (Waste Strategy)
- CSTP33 (Infrastructure Provision)

POLICIES FOR MANAGEMENT OF DEVELOPMENT

- PMD1 (Minimising Pollution and Impacts on Amenity)
- PMD2 (Design and Layout)
- PMD3 (Tall Buildings)
- PMD4 (Historic Environment)
- PMD7 (Biodiversity, Geological Conservation and Development)
- PMD8 (Parking Standards)
- PMD9 (Road Network Hierarchy)
- PMD10 (Transport Assessments and Travel Plans)
- PMD11 (Freight Movement)
- PMD12 (Sustainable Buildings)
- PMD13 (Decentralised, Renewable and Low Carbon Energy Generation)
- PMD14 (Carbon Neutrality)
- PMD15 (Flood Risk Assessment)
- PMD16 (Developer Contributions)

5.4 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. In December 2018 the Council began consultation on an Issues and Options (Stage 2 Spatial Options and Sites) document, this consultation has

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

As part of the Local Plan process, background documents have been produced to inform policy. Relevant to this application are the ELLA (Employment Land Availability Assessment) document which was published in February 2023 and revised in April 2023 and the EDNA (Economic Development Needs Assessment) published in March 2023. As yet, a Retail Assessment has not been undertaken for the Borough.

5.5 Borough Plan – Saved Policies

The Borough Local Plan was adopted Council in September 1997. By law, although the end date of the Borough Local Plan has passed, its policies have been saved automatically. The saved policies will be replaced by our emerging New Local Plan for Thurrock, once adopted. They were originally to be replaced by our emerging Local Development Framework. Appendix 7 of our Core Strategy Local Plan (pages 333 to 337) provides a list of saved Borough Local Plan policies and how they were to be replaced.

'Saved' policies SH10 (Non-Retail Uses in District and Local Shopping Centres) and SH11 (Non-Retail Uses in Neighbourhood Shopping Parades).

5.6 Thurrock Design Strategy

In March 2017 the Council launched the Thurrock Design Strategy. The Design Strategy sets out the main design principles to be used by applicants for all new development in Thurrock. The Design Strategy is a supplementary planning document (SPD) which supports policies in the adopted Core Strategy.

6.0 **ASSESSMENT**

6.1 The material considerations for this application are as follows:

- I. Principle of the Development
- II. Socio and Economic Impact
- III. Access, Connectivity, Travel Plan, Parking and Traffic Impact
- IV. Design, Layout and Impact upon the Area
- V. Ecology and Nature Conservation
- VI. Flood Risk, Drainage and Water Resources
- VII. Air Quality and Odour
- VIII. Noise and Vibration

- IX. Land Contamination and Ground Conditions
- X. Energy and Climate Change
- XI. Effect on Neighbouring Properties
- XII. Heritage and Archaeology
- XIII. Health Impact Assessment
- XIV. Cumulative Impact and Alternative Sites
- XV. Phasing and Construction
- XVI. Viability and Planning Obligations
- XVII. Sustainability
- XVIII. Other Matters

I. PRINCIPLE OF THE DEVELOPMENT

- 6.2 The principles issues to be considered with this case are the loss of retail land and floorspace and the provision of employment land/floorspace as a departure to the current LDF Core Strategy.

Loss of Retail Land/Floorspace

- 6.3 The Core Strategy Proposals Map identifies the site is located within the Lakeside Basin and is within a location identified as 'Shopping Centres and Parades' whereby policy CSTP7 (Network of Centres) applies.
- 6.4 Policy CSTP7 promotes additional retail floorspace in the Lakeside Basin and the site is within the Lakeside Basin, the western side of it. Point 1 of policy CSTP7 is relevant as the policy identifies the site is within the location is part of the wider Lakeside Regional Centre. The policy seeks the transformation of the area into a new regional town centre to expand and include the following uses: increased retail, up to 3,000 new dwellings, employment and other service uses, commercial leisure floorspace including food and drink uses. The policy does not specifically require the retention of either retail floorspace or retail land in the Lakeside Basin, albeit the policy is instead seeking to increase retail floorspace. However, the policy was originally adopted when the Core Strategy was originally adopted in 2011, before the 2015 Core Strategy review, so this is a policy that was created using an evidence at that time looking retail growth and associated uses so the policy does not necessarily reflect current retail needs.
- 6.5 Furthermore, whilst policies SH10 (Non-Retail uses in District and Local Shopping Centres) and SH11 (Non-Retail Uses in Neighbourhood Shopping Parades) are 'saved' policies they are from the adopted 1997 Borough Local Plan and therefore pre-date policy CSTP7 and the national planning policy position, so they have to be considered but are now out of date.

- 6.6 Turning to the work on the new Local Plan, there is a need for the policies in the future Local Plan to have an up-to-date evidence base. To date there is not an up to date retail assessment to inform the current retail needs of the Borough or for consideration for this application.
- 6.7 The NPPF (Sept 2023) under Section 7. Ensuring the vitality of town centres at para.86 states “*Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Planning policies should:*
a) *define a network and hierarchy of town centres and promote their long-term vitality and viability – by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters;*
b) *define the extent of town centres and primary shopping areas, and make clear the range of uses permitted in such locations, as part of a positive strategy for the future of each centre...*”
- 6.8 The National PPG suggests that retail land use is “fast-moving” in terms of its needs and that reviews are needed well within the normal 15 year timeframes for Local Plan Policies. While the NPPG indicates 5-year reviews of retail/town centre policies there has been no update for at least 8 years. The test here is to ensure that any loss of retail floorspace would not undermine the function of the regional centre or harm its vitality and viability so that it retains its place in the defined Retail Hierarchy.
- 6.9 The applicant has submitted a Retail Impact Assessment which identifies why the proposed loss of retail would be acceptable. The applicant case has assessed the catchment area, current expenditure, lakeside’s turnover, sales densities, vacancy rates, future expenditure density and scenario testing. It recognises that there is potential for redistribution of retail units elsewhere in the Lakeside Basin and provide examples where this would be possible but also where not. The applicant’s evidence does not demonstrate that there is no quantitative need for retail floorspace in Lakeside. Specifically, the assessment considers how much retail floorspace is provided across the Lakeside Basin and how the proposed loss of retail floorspace would impact on the Lakeside Basin. It concludes that the proposal would be unlikely to have a significant impact on the health of the remaining centre as some of the existing users of the units which would be lost are already provided in the Lakeside Shopping Centre.
- 6.10 To assist on the retail position an independent retail expert was appointed to review the applicant’s Retail Impact Assessment. The brief was for independent advice to review the applicants’ justification for loss of retail floorspace. The independent retail expert confirms that the applicant’s Retail Impact Assessment provides

sufficient information to consider how the loss of around 25,000 sq.m of retail floorspace would impact on the retail offer in the Lakeside Basin, including the Lakeside Shopping Centre.

6.11 A summary of the independent retail advice identified the following:

- That policy CSTP7 does not require retention of retail space but the test is to ensure the loss of the retail floorspace would not undermine the function of the regional centre or harm its vitality and viability.
- That the applicant's evidence does not demonstrate that there is no quantitative need for retail floorspace in Lakeside.
- That the potential negative impact from this proposal would concern the loss of a substantial quantum of retail floorspace, which in turn would reduce the attraction of the centre through the loss of a key component of its retail offer. This in turn has the potential for the remainder of the centre to reduce its wider attraction to the sub region. However, for the avoidance of doubt, the independent retail expert did not consider that this is a likely scenario.

6.12 The independent retail expert concluded that:

'The loss retail floorspace as proposed would not undermine the function of the regional centre or harm its vitality and viability and therefore would find support in the development plan and national policy on this single issue concerning the loss of retail floorspace'.

6.13 Following the independent retail expert's report and the acceptance that retail floorspace can be lost here the next step is to consider what alternative land uses can the site be used for. As such, the application site could be used for a number of alternative uses while still meeting the requirements of policy CSTP7, for example, housing, which would help contribute to the Council's current housing needs. As the applicants are not offering to provide housing, no detailed consideration has been given as to whether this site could be suitable for housing; notwithstanding this, housing is provided elsewhere close to major transport links – motorways/major roads/railways etc, for example in big cities and on this basis, it may be possible to provide housing which mitigates against any possible noise/air quality (or other residential amenities issues). Nonetheless, a conclusion cannot be reached to say whether housing would be possible on this site without further analysis of the issues. As such, it may/or may not be a viable alternative use even though it would accord with Policy CSTP7.

6.14 In conclusion to this section, and in light of the independent retail advice, the proposed loss of the retail floorspace is considered to be quite balanced and it is therefore important to weigh up the loss of the retail floorspace alongside the

potential impact upon the attractiveness of Lakeside as a sub-regional destination. The independent retail advice does advise the Council that the loss retail floorspace as proposed would not undermine the function of the regional centre or harm its vitality and viability. For these reasons, and on balance, the loss of the retail floorspace from this location raises no objections and approving this application for alternative land use that does not comply with policy CSTP7 would permit a departure from local planning policy.

The Proposed Employment Land Use

- 6.15 Policy CSSP2 (Sustainable Employment Growth) identifies the Lakeside Basin/West Thurrock as a 'Key Strategic Economic Hub' with 'Core Sectors' in retail, logistics and transport, and construction. For Lakeside Basin/West Thurrock policy CSSP2 identifies an indicative job growth of 7,000 to 9,000 identified (subject to review of Lakeside in the Local Development Documents).
- 6.16 Policy CSTP6 (Strategic Employment Provision) seeks to maintain high and stable levels of economic and employment growth and Part 2 V of the policy considers that where proposals for new economic development are proposed outside the Primary and Secondary Industrial and Commercial areas, the Council will make an assessment against the following criteria:
- (i) Compatibility with uses in the area surrounding the proposal and potential impacts on those uses.
 - (ii) Capacity and impact on the road network and access by sustainable modes of transport.
- 6.17 With regard to both the above policies the site is not within a defined employment land area as it is instead identified to fall within the Lakeside Basin area as identified through policy CSTP7. With regard to point 2 V (i) of policy CSTP6 the proposal may be viewed as a compatible with the land areas to the south of the site, but this proposed use would not be compatible with the neighbouring retail uses to the east of the site. In terms of point 2 V (ii) of policy CSTP6 the section covering highway impact below assesses this.
- 6.18 As mentioned in the above section, policy CSTP7 does allow for employment uses but interpretation of the policy is that the employment requirements are those aimed more towards general town centre uses than storage and distribution uses within the Lakeside Basin retail area as designated on the Core Strategy Proposals Map. It is recognised that some uses at this site and in the wider Lakeside Basin are not retail for example, food and drink outlets and the recent housing development at Loweswater Way/Abberton Way. However, these land uses comply with Policy CSTP7's list of alternative uses.

- 6.19 In terms of national planning policy, chapter 6 of the NPPF advises that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities of redevelopment. Paragraph 81 of the NPPF requires planning policies and decisions to create conditions in which businesses can invest, expand and adapt with significant weight to be placed on the need to support economic growth. Paragraph 83 requires planning policies and decisions to recognise and address specific locational requirements of different sectors, including creative or high technology industries, and, most applicable for this site, storage and distribution operations at a variety of scales and in suitably accessible locations.
- 6.20 Outside of the planning policy framework but relevant to this application is the up to date evidence base for the preparation of the Council's new Local Plan for employment uses. The evidence base consists of the Employment Land Availability Assessment (ELAA) dated February 2023 and the Economic Development Needs Assessment (EDNA) dated March 2023.
- 6.21 The ELAA identifies Thurrock as a 'hot spot' for logistics due to the combination of ports, the proximity of the M25 motorway network and access to London and the South East. The ELAA recognises that there is a very limited number of sites available in West Thurrock as these are largely brownfield sites. The ELAA considers that the Council should aim to accommodate a wide range of requirements including industrial and warehouse premises.
- 6.22 The EDNA considers the demand for and supply of employment land in the Borough and recognises various growth scenarios with the majority of demand for warehousing land associated with the ports in the Borough and the future Freeport considerations. The EDNA indicates that the application site has been considered, along with a number of other sites for possible employment use; this is solely on the basis that this current application has been submitted. The EDNA concludes that the site is not available as it is currently in use by a different land use, retail.
- 6.23 The proposal is one of a number of similar proposals in the Thurrock Area. The benefit of this site is that it is not in the Green Belt and is already "brownfield", compared to other sites being put forward to meet the need for logistics warehouses. The logistics industry is seeking sites which are exceptionally large (compared to previous warehouse sizes) and evidenced in for example, Ocado warehouse approved in the Borough in recent years. The industry being on an up-tick due, in particular, to the use of smart phones enabling customers to demand products at any time of the day or night on a short time delivery basis.
- 6.24 The proposed use would replace mainly existing retail uses with a storage and distribution use. Both the ELAA and EDNA identify the employment land use needs

in the Borough and whilst not policy, as they are evidence based documents, they do provide the most up to date position for Borough. The NPPF does provide the most up to date policy position when compared to the Council's local planning policies. The NPPF identifies the need for economic growth so the proposal on its own would meet this policy requirement.

Conclusion to this section

- 6.25 In summary, the key consideration for Members is to consider whether the principle of the re-development of the site for a proposed multi levelled storage and distribution use of this site would outweigh the harm of the loss of the existing retail park which is designated for such uses through policy CSTP7 and is part of the wider attraction of the Lakeside Basin as a sub regional centre.
- 6.26 In weighing this up, the most up to date policy position is that within the NPPF, which identifies the need for economic growth. Both the Employment Land Availability Assessment (ELAA) dated February 2023 and the Economic Development Needs Assessment (EDNA) dated March 2023 provide the most up to date position for employment land use needs in the Borough, but both are not policy.
- 6.27 Policy CSTP7 does not require the retention of retail uses, the policy envisaged retail growth at the time of its original adoption in 2011. The applicant's retail assessment has been subject to an independent retail expert analysis who reached the following conclusion:
- 'The loss retail floorspace as proposed would not undermine the function of the regional centre or harm its vitality and viability and therefore would find support in the development plan and national policy on this single issue concerning the loss of retail floorspace'.*
- 6.28 Taking this into consideration the principle of the development is finely balanced, but on balance it considered that the principle of the development is acceptable.

II. SOCIO ECONOMIC IMPACT

- 6.29 The current use of the site as a retail park with associated supporting uses (food and beverage units) currently employs 264 full time employees (FTE) jobs. The proposed redevelopment of the site would result in the loss of all of those jobs. The proposed operational use as a storage and distribution use in the form of 2 units would lead to the creation of an estimated 662 FTE jobs at the site with a potential 433 indirect jobs across the UK supply network. This is based on floorspace

calculations as there are currently no end users identified for the two units. The construction phase of the development is estimated to lead to 988 jobs.

- 6.30 In the wider Lakeside Basin/West Thurrock area policy CSSP2 identifies an indicative job growth of 7,000 to 9,000 identified (subject to review of Lakeside in the Local Development Documents), so these employment opportunities could be stated to contribute towards this spatial policy.
- 6.31 In terms of jobs, the majority of both retail and warehousing jobs are relatively low skilled (albeit that management jobs would exist as well as technical/maintenance jobs) so no difference, except that the very much larger warehouse(s) would provide more (FTE) jobs than the smaller retail units it would replace.
- 6.32 Section 10 of policy CSTP6 identifies that the Council will work with partners and developers to enhance the knowledge and skills and local employment opportunities for residents include the promotion of local labour and training agreements. A local employment and skills package would be secured through a planning condition or obligation for both the construction and operation phases of the development. This package would include training opportunities, apprenticeships, using local labour sources and advertising for jobs locally for the benefit of Thurrock residents. The Council's Economic Development Officer requires this along with a local procurement plan and a financial contribution to local job support/brokerage of £25,000.

III. ACCESS, CONNECTIVITY, TRAVEL PLAN, PARKING AND TRAFFIC IMPACT

- 6.33 Various local planning policies as well as the guidance stated in the NPPF/PPG are relevant to this material consideration and are identified below. Traffic and Transport was 'scoped in' for the Environmental Impact Assessment and the ES assesses the proposed development's impact upon Traffic and Transport.

Vehicle and Pedestrian Access

- 6.34 Policy PMD9 seeks to minimise the number of new accesses required onto the highway network and to ensure that new access creation makes a positive contribution towards highway safety.
- 6.35 Policy CSTP15 requires assessment of developments in relation to sustainable travel choices with necessary appraisal of accessibility for all members of the community and promotes permeability and legibility. Paragraph 104 of the NPPF promotes opportunities for walking, cycling and public transport, and paragraph 112

(a) of the NPPF requires applications for development to maximise pedestrian and cycle movements and ensure accessibility for all.

- 6.36 Two separate vehicle accesses are proposed, one to the ground floor unit using the existing exit from the roundabout to the east of the application site and this access then leads to the rear of the unit along the south side of the building. The other vehicle access to the first floor unit uses Weston Avenue and instead of the end of Weston Avenue ending in the car park to the retail units a new curved ramp/bridge would be created providing access to the rear of the first floor unit via the north side of the building. These accesses would be used by both staff vehicles and HGVs to access car parks and the loading and unloading docking bays.
- 6.37 Pedestrian access into the site would be from Weston Avenue adjacent to the existing roundabout junction and the pedestrian access would be via a shared front entrance plaza, located at the south-eastern corner of the proposed building. Existing pedestrian access to the site along the roads would be unaltered, however a current staircase connecting the upper and lower existing retail park areas would be removed. These arrangements would not alter the public highway, however, it is necessary to ensure that these are safe and conditions have been recommended by the Council's Highways Officer to ensure, for example, visibility splays are provided. In addition, the Council's Highways Officer has requested that pedestrian and cycle access to the site is improved through S278 Highway agreement(s).
- 6.38 The Council's Highway Officer raises no objections to the provision of these access points and routes which are considered acceptable with regard to policies CSTP15 PMD2, PMD9 and paragraphs 104, 108 and 112 of the NPPF.

Connectivity and Accessibility to transport hubs and local facilities

- 6.39 Policy CSTP15 also seeks to improve accessibility to work through the promotion of passenger services and transport services, prioritise to rights of way/ improvements, provide links to the national cycle network route 13 and to ensure new development promotes high levels of accessibility by sustainable transport modes and local services are conveniently located to reduce the need to travel by car. Paragraph 108 of the NPPF requires safe and suitable access for all users and encourages applicants to maximise these travel options.
- 6.40 The proposal would be located to the far western side of Lakeside Basin some distance from the nearest train station at Chafford Hundred and the bus station to the north-west of the Lakeside Shopping Centre. There is also Purfleet train station to the west of the application site on the other side of the A282/M25, although this is not an easy walk due to major roads in the area and traffic, particularly HGV

movements. There are bus routes though the Lakeside Basin, however, bus stops previously on Weston Avenue have been removed, presumably due to limited use.

- 6.41 The Council's Highways Officer is concerned that the site has poor non-car and public transport connectivity, being isolated from the larger Lakeside Basin due to inadequate pedestrian crossing facilities. This is particularly with regards to Weston Avenue and the B186. Through the current Local Plan, the Council is looking at ways to improve connectivity and severance issues within the Lakeside Basin and maximising sustainable travel modes. As such, the Council's Infrastructure Requirement List is being developed to identify potential requirements for development contributions, such as crossing facilities on the B186 dual carriageway and Weston Avenue.
- 6.42 The Council's Highways Officer indicated that there are a range of improvements that could address the public transport and pedestrian connectivity issues, which in turn would help reduce secondary vehicle movements along West Thurrock Way and to enhance access to the south of West Thurrock Way and the local highway network generally. These measures would include LTN 1/20 compliant cycle works and pedestrian works to link the site to the facilities on the A1306, including the appropriate LTN 1/20 crossing across Weston Avenue, the upgrading of the zebra crossing on West Thurrock Way to north of the West Thurrock Way and Weston Avenue roundabout to an appropriate LTN 1/20 combined cycle and pedestrian facility, improved pedestrian and cycle crossing facilities at the West Thurrock Way arm of the MSA roundabout again to make them LTN 1/20 compliant, improved access for cycling throughout the lakeside Basin and improved links to the proposed change of access for cycling to the A282 which would be undertaken as part of Travel Plan improvement measures. In addition to this, the Council's Highways Officer is seeking to reserve land within the applicant's ownership on the eastern side of the retail park to the north east of the site that is accessed from West Thurrock Way which could allow for a future 'out' access. There is a currently 'in' access from West Thurrock Way in this location. The applicant is also offering new bus stops on Weston Avenue to provide for a bus route diversion adjacent to the site. Details of these highway requirements can be secured through planning conditions and/or obligations.

Travel Plan

- 6.43 Policy PMD10 requires Travel Plans to promote sustainable transport alternatives, which would include travel incentive mitigation measures and the policy requires the promotion of sustainable transport alternatives to private vehicle car use. Policy CSTP14 looks to ensure new development promotes high levels of accessibility by sustainable transport modes. Paragraph 113 of the NPPF requires 'all

developments that will generate significant amounts of movement should be required to provide a travel plan’.

6.44 The objectives of a Travel Plan shall need to include:

- To promote sustainable and active travel to the site for all staff members working on site.
- To promote sustainable transport choices for employees and visitors to and from the site.
- To promote accessibility by walking, cycling, public transport, taxis and car sharing.
- To increase awareness of environmental and social benefits of using alternative modes of transport.
- To encourage the use of electric vehicles through the provision and ongoing monitoring of charging points.

6.45 The application includes a range of measures in a Framework Travel Plan. This includes the promotion of a Travel Plan Co-ordinator who would need to be employed for each unit to ensure individual Travel Plan for each unit are achieved. The TPC will promote cycle and pedestrian facilities, public transport guides and car sharing opportunities. The TPC role will have the responsibility of setting up a site wide working ground to meet at least annually. Marketing will be used to promote the travel plan and travel choices. Regular monitoring will be required for each occupier to assess travel patterns to work for a five-year period following occupation. In the event that site wide Framework Travel Plan targets are not met then corrective measures would be put in place through a review meeting to determine what measures can be taken to further reduce travel-related impact and achieve greater take up of measures in the Travel Plan. These could include measures such as public transport taster tickets, car parking spaces replaced by car sharing spaces and further funding support for a travel plan co-ordinator.

6.46 Details of the Travel Plan for each occupier shall be secured through planning conditions or obligations. The Council’s Travel Plan Co-ordinator requires an assessment and monitoring fee of £1050 per annum for each travel plan from first occupation until five years after the last unit has been brought into use. The financial contribution would be secured through a planning obligation. Additional measures for the Travel Plan are required for cycling, promotion of public transport, car sharing and parking. There is a requirement for priority car sharing spaces to be incorporated into the parking plan and the applicant has included dedicated car parking spaces for this purpose.

6.47 The Travel Plan approach is considered acceptable having regard to policy PMD10 and paragraph 113 of the NPPF and shall be secured through planning conditions and/or obligations.

Parking

6.48 Policy PMD8 requires developments to comply with the Council’s Parking Design and Development Standards (February 2022). Paragraph 107 of the NPPF advises on setting parking standards and paragraph 109 of the NPPF refers to lorry parking.

6.49 The proposed development would involve a range of land uses and the Council’s Parking Design and Development Standards (February 2022) identify the following parking requirements for the proposed land uses:

Use	Use Class (new Use Classes references in Brackets)	Car Vehicle Parking Requirement
Office (ancillary office)	E(g)(i)	1 space per 30 sqm
Storage and Distribution	B8	1 space per 150 sqm

6.50 In addition to the above the Council’s Parking Design and Development Standards (February 2022) also identifies requirements for electric vehicle, disabled and motorcycle parking.

6.51 The proposal would provide 242 car parking spaces across the site, which is the equivalent of 1 space per 256 sqm. This level of parking does not accord with the Council’s Parking Design and Development Standards (February 2022) which based on the floorspace would require 413 car parking spaces based on all of the floorspace of 61,893 sqm being provided for B8 storage and distribution use. However, given that ancillary office use is included the parking assessment needs to take account of office and storage and distribution uses. This can be broken down further to 362 spaces for a B8 storage and distribution use and 236 car parking spaces for the ancillary office use, totalling the need for 598 car parking spaces. However, the applicant’s TA considers the level of parking provision to be an appropriate level of parking for the development and further assessment was undertaken by the applicant and their Technical Note (TN11) assumes that 85% of staff present at work and a 70% local car mode share would result in 401 car drivers per day split but this is likely to be split across a 3 shift pattern. The Technical Note (TN11) explains that this would result in 114 car drives per shift needing approximately 174 car parking spaces, which is within the level of car parking being provided of 242 car parking spaces.

- 6.52 The proposed car parking would include 12 disabled parking spaces. The proposed car parking would include 27 spaces for electric vehicles with charging points and this is 11% of the car parking spaces to be provided. The proposed parking includes parking for each unit. The applicant’s TA identifies that a car parking management strategy would need be implemented and the Travel Plan will promote alternative transport options to individual car usage to reduce the demand for parking at the site and to address the shortfall of parking provision in regard to the Council’s Parking Design and Development Standards (February 2022).
- 6.53 The Council’s Highway Officer understands that the proposal is a speculative development whereby the end users are unknown and as the parking provision is based on 85% worker attendance, there are concerns still remain regarding the level of parking and possible over-flow parking onto other land or public highway. Therefore, the Council’s Highway Officer identifies the need for controls on parking within the development through a car parking management plan, which would need to be secured through a planning condition. There is also a need for a robust travel plan to promote sustainable transport options along with the mitigation improvements identified by the Council’s Highways Officer.
- 6.54 The Council’s Parking Design and Development Standards (February 2022) do not provide specific requirements for HGV/LGV or other commercial vehicle parking requirements. The proposed layout plan shows that each unit would provide parking space and/or docking/loading bay parking for HGV/LGV or other commercial vehicles.
- 6.55 For cycle parking, the Council’s Parking Design and Development Standards (February 2022) require the following:

Use	Use Class	Cycle Parking Requirement
Storage and Distribution	B8	1 space per 500 sqm for staff plus 1 space per 1000 sqm of visitors

- 6.56 The applicant’s TA states a minimum of 180 staff cycle spaces and 55 visitor cycle spaces would be provided, which accords with the requirements of the Council’s Parking Design and Development Standards (February 2022). Cycle parking would be provided in 3 locations at the site with visitor cycle parking adjacent to the front entrance of the building. Further details on the cycle parking provision including of the exact number of cycle parking spaces per unit shall be secured through a planning condition.
- 6.57 The Council’s Highway Officer raises no objections on cycle parking provision.

- 6.58 The Construction Environmental Management Plan condition can secure all parking requirements via a planning condition for the construction phase of the development, and this is likely to be located in on site secure compound for parking for staff and visitors associated with the construction work.
- 6.59 In conclusion on parking, for all vehicle parking, conditions and obligations will be necessary as identified to ensure all sustainable transport options are considered to address the shortfall in parking provision at the site and with regard to meeting the requirements of policy PMD8 and paragraphs 107 and 109 of the NPPF.

Servicing and waste collections

- 6.60 PMD2 requires development proposals to include suitable access to maintenance, waste and emergency vehicles. Paragraph 112 (d) of the NPPF requires development to 'allow for the efficient delivery of goods, and access by service and emergency vehicles'.
- 6.61 The applicant's TA identifies that the site would be serviced regularly but as a speculative proposal further detail shall need to be agreed through condition to accord with the requirements of policy PMD2 and Paragraph 112 (d) of the NPPF.

Traffic Generation and Trip Rates/Distribution

- 6.62 Before assessing the impact upon the highway network, it is necessary to understand the proposed trip rates associated with the proposed development. The PPG advises that one of the key issues to consider in preparing a Transport Assessment are the 'road trip generation and trip distribution methodologies and/ or assumptions about the development proposal'.
- 6.63 With regard to trip generation, the applicant's TA states the existing use of the site as a retail park provides the most trip rates during the Saturday peak hours of 13:00 to 14:00 hours of 1,211 trips, mostly cars. The existing AM peak (08:00 to 09:00) is 144 vehicles and the PM peak (17:00 to 18:00) is 543 vehicles. With no end user identified the applicant's TA has looked at other storage and distribution uses of a similar sizes to that proposed at this site. A storage and distribution use is likely to work on a shift pattern arrangement with 2 or 3 shifts over 24 hours. Based on the proposed use the TA predicts AM peak (08:00 to 09:00) of 385 vehicles, PM peak (17:00 to 18:00) of 197 vehicles and in comparison to the Saturday peak hours of 13:00 to 14:00 hours of 86 trips. It should be noted that as a 24 hour use HGV movements are likely to take place throughout the night. In comparison to the existing use the proposal would result in a reduction in vehicle trip generation of 489 on a weekday and 3,812 on a Saturday with an increase in trips during the AM peak hour but a reduction in the PM peak hour and Saturday peak hour.

6.64 In terms of trip distribution, the applicant’s TA predicts that most car trips would use Arterial Road (23% of trips) and A13 (east) (24% of trips) with 15% of trips using the M25 (North). For LGVs the applicant’s TA predicts that most trips would use the Arterial Road (25% of trips) with London Road and A13 (West) having similar trip percentages (21%). For HGVs the applicant’s TA predicts that most trips would use the M25 (South) (68% of trips) and M25 (North) (24% of trips).

Highway Network Assessment

6.65 Policy PMD10 requires Transport Assessments to accord with relevant transport guidance and paragraph 113 of the NPPF requires planning applications to be supported by Transport Assessments so that the likely impacts of the proposal can be assessed.

6.66 PMD9 requires development to avoid causing congestion as measured by link and junction capacities. Paragraph 104 of the NPPF requires the impact of development on transport networks to be addressed and paragraph 111 of the NPPF identifies that development should only be prevented or refused on highway grounds if there is a ‘severe’ impact upon the road network.

6.67 Within and beyond the Thurrock area policy CSTP16 seeks to improve national and regional transport networks to ensure growth does not result in routes being above capacity. The policy seeks to achieve this through improving capacity by improving transport interchanges and supporting additional highway capacity through the use of technology and information.

6.68 The applicant’s TA has assessed the impact of the development upon existing junctions, future year traffic growth, committed developments, assessment scenarios and net trips by junction. Individual junction modelling assessments have been undertaken using 10 junctions, which include A13/M25 junction 30, A1306/M25 junction 31, Arterial Road/B186 roundabout (MSA), B186/Weston Avenue roundabout, Lancaster roundabout B186/A126 junction and Weston Avenue roundabout at the site’s access. The table below summarises the applicant’s TA assessment of the junctions and references to mitigation are from other consented developments.

Junction	AM Peak	PM Peak	Saturday Peak
A13/M25 junction 30	Operates within Capacity	One offslip S boundary already above capacity, mitigation but junction still	Mitigation needed to ensure junction operates within capacity

		operates over capacity	
A1306/M25 junction 31	No excess capacity and signal timings to be altered to mitigate impact	Operates within capacity signal timings to be altered to mitigate impact	Betterment in junction performance
Arterial Road/B186 roundabout (MSA)	Operates within Capacity	Negligible change	Betterment in junction performance
B186/Weston Avenue roundabout	Operates within Capacity	Betterment in junction performance	Betterment in junction performance
Lancaster roundabout B186/A126 junction	Operates within Capacity	A slight worsening in performance	Betterment in junction performance
Weston Avenue roundabout	Operates within Capacity	Betterment in junction performance	Betterment in junction performance

6.69 For both the traffic generation/trip rates/distribution and the impact upon highway network, the Council’s Highway Officer recognises that the proposal would impact upon the wider networks and would increase queue lengths on junctions on the local network. The Council’s Highway Officer remains concerned that there will impact upon the evening peak period where the development will impact on roads within the Lakeside Basin at the junction 31 slip roads to junction 30 with many junctions at or over capacity, and the development would increase queue lengths on junctions on the local network. There is a requirement to implement or contribute to mitigation measures to mitigate the harm from this development. The mitigation would be for improvements to public transport, cycle and pedestrian connectivity (as stated above) which in turn would help reduce secondary vehicle movements within the Lakeside Basin. The applicant shall need to enter into a s278 agreement under the Highways Act which can be secured as a requirement of a s106 legal agreement to ensure the mitigation is secured in reference to this planning application, which is necessary to mitigate the impacts of the development.

6.70 In addition to the above, as further mitigation requirements, a lorry routing strategy and a Vehicle Booking System shall need to be secured through this planning application, so it is operational from first use of the site at any time during which the site is open. 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.

- 6.71 For junction modelling the table above shows the impact upon highway network and where mitigation is required, with mitigation secured through other consented developments including the Thames Enterprise Park development proposals (18/01404/OUT) and the Purfleet regeneration development proposals (17/01668/OUT and 20/01129/CV) with both development proposals providing mitigation through improvements to both junctions 30 and 31.
- 6.72 National Highways raise no objections as they have advised that development's net impacts (minus the existing use) are not significant or sufficiently severe to require mitigation at M25 Junctions 30. The microsimulation modelling for the J30 off slip and J31-30 link road shows no additional northbound queueing on our network in the evening peak hour but a small increase that can be managed in the morning peak hour to the Junction 30 stop line. On this basis National Highways do not seek mitigation. National Highways note that there are other matters regarding sustainable and active travel measures that will be implemented by the developer, through agreement with Thurrock Council, that will act to reduce local network trips.
- 6.73 The mitigation as identified is essential with regard to meeting the objectives of planning policies PMD9, PMD10 and CSTP16 and paragraph 111 of the NPPF.

Sustainable Distribution Plan

- 6.74 For freight transport, policy PMD11 requires development creating more than 200 daily HGV movements to produce a Sustainable Distribution Plan to include evidence that commercially viable opportunities for freight carried by rail, water, pipeline or conveyor have been maximised. The policy also requires for B1, B2 and B8 uses in excess of 30,000m² planning obligations for Vehicle Booking Systems for each occupier as part of the overall Sustainable Distribution Plan.
- 6.75 As the proposed development would generate at least 200 daily HGV movements a Sustainable Distribution Plan (SDP) shall be required to meet policy requirements. This shall need to include specific measures which seek to manage the impact of freight traffic and HGV movements at the site onto the local highway network. The measures shall need to include the timings of deliveries, training all staff, direct freight routing, a HGV booking system (as referred to above) and promoting the Thurrock Freight Quality Partnership. The SDP is intended to be used for and updated in order to manage freight traffic and HGV movements in a cohesive, safe, efficient and sustainable way. The SDP will be responsible for the on-going monitoring of the SPD including liaison with the appointed Travel Plan Co-ordinator. The SDP will also be subject to an annual review. The SDP would be secured through a planning condition or obligation.

- 6.76 It is likely that road traffic freight would significantly impact on the highway network and to address the issues and meet policy requirements a Sustainable Distribution Plan is necessary to accord with policy PMD11. The Council's Highway Officers has no objection.

Conclusion for this section

- 6.77 The assessment of the access, traffic impacts, connectivity, travel plan, parking and mitigation measures have been subject to consultation and discussions throughout the lifetime of this planning application. As identified above a number of planning conditions and planning obligations are necessary to mitigate the impact of the development.
- 6.78 Overall, the access, traffic impacts, connectivity, travel plan, parking and mitigation measures are considered acceptable with regard to the relevant policy and the NPPF/PPG tests/considerations. Where identified the mitigation measures can be secured through planning obligations through a s106 legal agreement and planning conditions where identified.

IV. DESIGN, LAYOUT AND IMPACT UPON THE AREA

- 6.79 Policies CSTP22 and CSTP23 both seek to create high quality design, character and distinctiveness for new developments, and policy PMD2 requires proposals to respond to the sensitivity of the site and its surroundings for various criteria. Chapter 12 of the NPPF as a benchmark to new development, through paragraph 126, requires 'the creation of high quality places'. Furthermore, chapter 12 of the NPPF aims to ensure developments are 'visually attractive' and 'sympathetic to the local character' of an area.
- 6.80 In addition to policy the Thurrock Design Strategy, which seeks achieve high quality design within the Borough, was adopted in 2017 as a supplementary planning document and endorsed as a material consideration in the determination of planning applications. Section 3 of the Guide ('Designing in Context') requires applicants to appraise a development site by taking the following considerations into account:
- understanding the place;
 - working with site features;
 - making connections; and
 - building in sustainability.

Layout

- 6.81 While it is accepted that the current context does not exhibit an attractive character in the traditional sense, a transformation towards a new character of significantly larger and more visible logistics buildings would be a concern given the requirement of PMD2 for developments to 'contribute to the creation of a positive sense of place', especially considering the direction of policy CSTP7 with its aim to create a mixed-use regional centre (including residential neighbourhoods) within the Lakeside area. It would be incorrect to assume that the existing site and immediate context is not subject to a considered design rationale that has sought to establish some sense of place. Historic mapping from 1996 of the Tunnel Estate (the original development incorporating the site and wider Thurrock Shopping Park) shows a considered approach to layout and townscape, which sought to deliver a legible arrival experience and built form that provides a sense of enclosure and buffering to the major surrounding roads.
- 6.82 The design of the scheme has responded to earlier comments including with the relocation of the proposed HGV docks and upper-level delivery yard to the rear of the building, rather than at the front of the building. However, it should be noted that the proposed development would occupy the majority of the entire site area and this could be viewed as overdevelopment given the cramped nature of trying to squeeze in the development onto the majority of the plot in terms of site coverage. There is some landscaping shown on the front elevation of the building and to an area of land to the front of the building which if successful will help soften the appearance at a pedestrian level when approaching the site but there are concerns with the layout of this development which is recognised as an objection from the Council's Urban Design Officer.

Scale & Massing

- 6.83 The building would be 33.7m high and would have a significant mass. Its height would project upwards from the former quarry levels to above the height of the M25 main carriageway, it would be roughly the equivalent to a standard 10 storey residential building. This is a significant increase in height from the existing structures on site, as well as surrounding buildings, even those at higher or natural ground levels. This height, scale and massing issues raise concerns in terms of potential negative impact on wider character (in line with policy CSTP22 – Thurrock Design, and PMD2 – Design and Layout) and at one of the entrance points to Thurrock from the junction 30/31 areas. The applicant's verified views provided (particularly views AVR01, AVR04, and AVR08) demonstrate a towering mass compared to the adjacent DHL logistics hub and remainder of Thurrock Shopping Park. The building would also tower over the adjacent landmark Tunnel Estate clock tower (at 33.5m) which challenges the established townscape order and use of landmarks in the area.

- 6.84 The proposed scale and mass of the development does not adhere to this pattern and rises above the existing Lakeside Basin context with an excessive prominence but without acting as a useful and high-quality landmark. This significant disparity between the proposed scale and mass of development, and the scale and mass of existing uses within the site (including similar logistic uses) is a clear sign that the design represents over-development of the site, which is recognised as an objection from the Council's Urban Design Officer.

Design and appearance

- 6.85 It is acknowledged that the design makes use of some setbacks and articulations provided by the stair cores. It is considered that while this does provide some oscillation of the front façade, this is limited and the proposal would result in a very large plain wall (albeit of different materials). Large plate glass provides some relief from the otherwise cladding to the light-brown/beige-coloured exterior, however, as identified by the Council's Urban Design Officer the large primary frontage remains a key concern given its visibility and scale compared to the existing buildings on site and surrounding context.
- 6.86 The rear of the building would not be visible from within the Lakeside Basin and this is where the large concrete finished yards would be located on both floors, which is visually poor. From the elevated positions on the A282/M25, this could be partly broken up by the augmented landscaping in time. The introduction of the north-western corner feature would, while providing a break from the otherwise flat rear facade, draw attention to the building and its expansive yard/loading docks and represents an improvement when compared to the plan originally submitted with this application.

Landscaping and Amenity

- 6.87 The applicant's Arboricultural Report identifies '176 tree features which have the potential to be impacted by the development'. 162 of these trees were categorised as low C grade trees. The majority of these trees will need to be removed to allow for the development and remaining trees will need to be protected during construction. The Council's Landscape and Ecology Advisor recognises that the landscaping scheme would propose new tree planting to mitigate the loss of trees.
- 6.88 With regard to landscaping, the proposal includes a detailed landscaping plan and would result in additional landscaping over that of the existing and would result in augmented greening of the rear/northern boundaries. The proposed green wall to the front elevation of the building would help soften the appearance of the building's front façade. It is considered that the proposed landscaping would have a positive

impact on the current streetscene and the Council's Landscape and Ecology Advisor raises no objection subject to a condition.

- 6.89 To the front of the building would be an amenity area for staff welfare and break out which is welcomed. It would not be open to the public so of little public benefit.

Townscape and Visual Impact upon the Area

- 6.90 The applicant's Landscape and Visual Impact Assessment (LVIA) has considered the landscape and visual effects of the development on the area. Using the industry standard assessment criteria the LVIA identifies the built form of the development would have a 'minor adverse to moderate natural significance of effect' at year 1 and this would be change to a 'minor neutral to moderate beneficial significance of effect' after 15 years resulting from the proposed planting scheme. The LVIA reaches the following conclusion:

'It is considered within the capacity of the Site, Thurrock Retail Park, the townscape of West Thurrock and the wider landscape of the mar Dyke and surrounding Green Belt, to absorb the Proposed Development. The Proposal will not alter the overriding composition of townscape or landscape elements, nor will it form a noticeable change to the composition of views that are characterised by the existing developed context of the West Thurrock Retail Park, and wider settlement of Thurrock'.

- 6.91 The Council's Landscape and Ecology Advisor raises no objections on landscape impact grounds, although it should be noted that this approach is different to how the Council's Urban Design Officer views the scheme.

Conclusion for this section

- 6.92 In conclusion to this section, the proposal would result in a very large building covering the majority of the existing application site. While concerns are raised as to whether this would be of a high design quality, from the Council's Urban Design Officers, given it is the first of its kind in Thurrock, consideration has to be given to whether it is of such low quality in terms of design and impact on the local character that it should be refused. The proposal would provide improved landscaping compared with the current retail warehouse layout with large hardstanding/car parking and a balanced view will need to be taken as to whether the scale and design issues and harms would outweigh the other material planning considerations of this application.

V. ECOLOGY AND NATURE CONSERVATION

- 6.93 Policy CSTP19 seeks measures to contribute to biodiversity in the Borough through positive biodiversity management. Policy PMD7 requires development proposals to retain local biodiversity value and enhance on site to mitigate any loss of biodiversity. Paragraph 175 of the NPPF advises that development should be 'minimising impacts on and providing net gains for biodiversity'.
- 6.94 The site is not subject to any statutory ecological designations with the nearest being the West Thurrock Lagoon and Marshes Site of Special Scientific Interest (SSSI) 2km away.
- 6.95 A Habitat Regulations Assessment (HRA) has been submitted together with an Ecological Assessment Report which indicate that the site is of 'low value' in ecology terms. The tree belts to the north/west are relatively thin and mainly for screening purposes, rather than ecological reasons. Notwithstanding the provision of enhanced trees along these boundaries together with the introduction of grass/hedging to the front of the application site should improve ecological outcomes.
- 6.96 The proposed green wall to the front elevation of the building would not look to support larger animals or birds, albeit that smaller animals and insects may be able to gain some benefit.
- 6.97 Ecological opportunities are identified for habitat and hedgerow gain through the Biodiversity Net Gain (BNG) calculations and the proposed landscaping scheme offered. Other enhancements can include bird boxes.

Conclusion for this section

- 6.98 The Council's Landscape and Ecology Advisor raises no objection, and it is recognised that the proposal would provide Biodiversity Net Gain following the implementation of the landscaping plan and through ecological enhancements secured by planning conditions.
- 6.99 In conclusion to this section of the report the proposed development is considered acceptable subject to the conditions as stated above and having regard to policies CSTP19 and PMD7 as well as the guidance contained in the NPPF/PPG.

VI. FLOOD RISK, DRAINAGE AND WATER RESOURCES

- 6.100 Policy CSTP27 and PMD15 relate to flood risk. Specifically, they require, in line with the NPPF, that development is located in general in the lowest flood zone area

(FZ1) rather than in the highest flood risk areas (FZ3/3b), subject to the development's vulnerability level and, as appropriate, any mitigation measures.

- 6.101 The application site is located in Flood Zone 3 with the exception of the north-south stretch of the existing portion of Weston Avenue which rises above ground level and therefore out of Flood Zone 3 into Flood Zone 1. The site has previously been developed for non-residential use (retail warehousing).

Flood Risk Assessment

- 6.102 The proposal is for warehouse development (storage and distribution) within Use Class B8 which would form part of a logistics operation. Such development is identified as "Less vulnerable". A Flood Risk Assessment (FRA) has been submitted. The Environment Agency has confirmed the proposal is classified as a 'less vulnerable' development, as defined in Annex 3: Flood Vulnerability classification of the Planning Practice Guidance. Therefore, to comply with national policy the application is required to pass the Sequential Test and be supported by a site-specific Flood Risk Assessment (FRA).
- 6.103 The applicant's FRA shows that the applicants have considered that Flood Zone 3 'High Probability' greater than a 1 in 100 (1.0%) Annual Probability of river flooding or greater than a 1 in 200 (0.5%) Annual Probability of flooding from the sea. The site is offered protection by the River Thames tidal flood defences. The Thames Estuary TE2100 Modelling Study (2008) shows that the standard of protection of the flood defences in the area is at least to the 1 in 1000 (0.1%) annual probability tidal event. The Thurrock Level 2 Strategic Flood Risk Assessment (SFRA) breach modelling confirms that the site is located outside of all modelled breach extents up to and including the 1 in 1000 (0.1%) annual probability tidal event and the 2100 epoch. The proposal is for the demolition of the existing retail units and construction of a new logistics hub which is classified as 'Less Vulnerable' as defined in PPG Table 1. According to PPG Table 2, the land use is appropriate for Flood Zone 3a, subject to the application of the Sequential Test. The FRA suggests that as there is only a change of use involved, that the sequential test is not required.

Sequential and Exception Tests

- 6.104 In relation to the Sequential Test, the applicant has indicated in their FRA that there is no need to consider whether there is a sequentially preferable site. However, it is the role of the local planning authority to undertake the Sequential Test and in doing so the site is previously developed land, is located at the northern end of the Lakeside Basin with higher ground nearby, if the site wasn't redeveloped for the proposal then another redevelopment opportunity would in principle be acceptable subject to policy considerations, redevelopment of this site means less pressure to

build on the Green Belt nearby, there are few locations for this type of use available, the need for this use is identified in the ELAA and EDNA, and the site's location is close to major road networks for the future intended use. Given that the application site lies outside the modelled flood extents in the event of a breach of the tidal defences as identified in the Council's Strategic Flood Risk Assessment identifies and the use is "less vulnerable" and therefore appropriate in Flood Zone 3. Taking into consideration all these points the Sequential Test is passed.

- 6.105 The Exception Test is not required either because the development is 'appropriate' for this flood zone based on the proposed uses falling within the 'Less Vulnerable' uses the PPG's 'Table 2 – Flood Risk Vulnerability and Flood Zone Incompatibility' table.

Flood Warning and Evacuation Plan

- 6.106 The applicants have submitted a draft escape plan (Flood Emergency Exit Plan) which identifies a safe route to higher ground (basically from the first floor across to the Eastern TSP area on higher ground) so that it will be safe for its lifetime. In addition, through a SuDS Strategy the scheme will not result in increased flood risk elsewhere.
- 6.107 The Council's Emergency Planner has requested that a more detailed Flood Warning and Evacuation Plan is submitted and this can be conditioned to any approval .

Surface Water and Foul Drainage

- 6.108 In relation to surface water run-off, the applicants propose to employ a Sustainable Drainage System and other measures to enable any diverted rain water (from the roof and hardstanding areas) to be more easily absorbed include rain harvesting and use of grey water. The Council's LLFA Lead Local Flood Advisor has confirmed that the proposal would be acceptable in regard to surface drainage subject to a condition requiring a surface water drainage scheme to be submitted for the development, based on the submitted sustainable drainage strategy. This is in order to ensure compliance with the National Planning Policy Framework and the Non Statutory Technical Standards for Sustainable Drainage Systems, and to ensure the proposed development is safe from flooding and does not cause flooding elsewhere.
- 6.109 The applicants have indicated that foul drainage will be discharged into the Mains Sewer. There are no objections from Anglian Water who confirm that foul drainage from this development is in the catchment of Tilbury Water Recycling Centre that will have available capacity for these flows.

Conclusion for this section

6.110 There are no objections raised from the Environment Agency, Flood Risk Advisor (LLFA), Emergency Planner or Anglian Water as the proposal would not increase flood risk or impact upon water resources or drainage providing mitigation measures identified in this assessment are secured through planning conditions. On such basis the proposal is therefore considered acceptable with regard to policies CSTP27 and PMD15 and with regard to paragraphs 159 to 169 of the NPPF and the guidance contained within the PPG.

VII. AIR QUALITY AND ODOUR

6.111 Policy PMD1 seeks safeguard amenity from air pollution and paragraph 186 of the NPPF requires 'planning decisions to sustain and contribute towards compliance with relevant limit values or national objectives for pollutants' along with guidance within the PPG.

6.112 The Air Quality Assessment submitted by the applicants indicates that the main pollutants during the construction period are emissions of dust and fine particulate matter (PM10) associated with on-site demolition and construction activities and off-site trackout. Additionally, there is the potential for emissions of nitrogen dioxide (NO2) and fine particulate matter (PM10 and PM2.5) from construction related vehicles. 1.2.3 The main air pollutants of concern during the operational period are NO2, PM10 and PM2.5 emissions associated with proposed and existing road traffic. The applicants do not consider that the use itself for storage and distribution would result in any impacts on air quality, taking the existing air baseline as being retail warehousing use.

6.113 The Council's Environmental Health Officer consider the applicant's Air Quality Assessment is acceptable and that, due to the size and scale of the proposed development, the recommendations relating to construction dust mitigation from section 6.1.1 should be outlined within a CEMP Construction Environmental Management Plan. A suitable condition can be attached to any approval.

Conclusion for this section

6.114 The Council's Environmental Health Officer raises no objections subject to air quality mitigation measures being secured through a Construction Environment Management Plan as a planning condition. For these reasons the proposal is considered acceptable with regard to policy PMD1, the criteria set out in paragraph 186 of the NPPF and guidance within the PPG.

VIII. NOISE AND VIBRATION

- 6.115 Policy PMD1 seeks safeguard amenity from noise and vibration pollution and paragraph 184 of the NPPF advises that 'decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment...and in doing so they should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life'. The PPG also offers guidance on noise with links to the Noise Policy Statement for England (NSPE), World Health Organisation (WHO) Guidelines and various British Standards.
- 6.116 The applicants have submitted a Noise Impact Assessment which concludes that noise from the proposal will not cause adverse noise impacts.
- 6.117 The Council's Environmental Protection Team have reviewed the Noise Impact Assessment. The impact of noise upon the site was assessed using BS4142:2014 + A1:2019. Background noise was measured during an attended survey during the quietest times of the night. Noise from unloading activity will be below the existing background levels, and the maximum noise levels at night from loading/unloading activity will be below the recommended night-time World Health Organisation (WHO) Guidelines for the onset of sleep disturbance. The change in road traffic noise resulting from the proposed will be negligible. Fixed mechanical plant will be designed to ensure that there is no overall increase in the existing background levels, due to the distance to noise sensitive receptors this is likely to be possible. The developer should be required to confirm that the fixed mechanical plant meets the requirements set out in 4.10 of the report; this can be the subject of a suitably worded condition.

Conclusion for this section

- 6.118 The Council's Environmental Health Officer raises no objections on noise grounds to the proposed development subject to a condition regarding fixed plant. Subject to these planning conditions the proposal is considered acceptable with regard to policy PMD1, the criteria set out in paragraph 184 of the NPPF and guidance within the PPG.

IX. LAND CONTAMINATION AND GROUND CONDITIONS

- 6.119 Policy PMD1 seeks to minimise pollution and impacts upon amenity and the natural environment with a requirement for suitable mitigation measures to be imposed through planning condition or obligation. Similarly paragraphs 183 to 188 of the

NPPF seek to minimise the adverse impact impacts of pollution on health, living conditions and the natural environment.

- 6.120 The applicants have submitted a Ground Investigation Report which concludes that the Preliminary Risk Assessment (PRA) has not highlighted any potential contaminant linkages (PCL) which could pose a significant possibility of significant harm under the current land use. In terms of the proposed development scheme, a minimal risk approach applies, and PCLs have been identified which require further consideration. The historical use of the site and surrounding area (specifically quarrying, waste deposition and subsequent restoration) give rise to a wide range of potential contaminants. Further intrusive investigation works are recommended to further refine the assessment and to determine if any remedial measures are necessary. Remedial measures may be required to address PCLs, including whether gas protection measures would protect against the potential risk from ground gas intrusion.
- 6.121 The Council's Environmental Health Officer advise that precautions will need to be taken to reduce exposure to low levels of asbestos for construction workers. They also recommend that a watching brief for unexpected contamination be maintained during the ground works. If such contamination is encountered work should stop and a ground investigation undertaken. Should it be required a remediation strategy should be submitted and a verification report submitted upon completion of any remedial works. These can be required through suitably-worded conditions. In addition the Environment Agency require a similar planning condition to be included in any grant of planning permission regarding contamination.

Conclusion for this section

- 6.122 Following the consultation responses and the mitigation requirements from both the Environment Agency and the Council's Environmental Health Officer there are no objections raised with regard to policy PMD1 and paragraphs 183 to 188 of the NPPF.

X. ENERGY AND CLIMATE CHANGE

- 6.123 A number of polices within the LDF seek to improve energy efficiency and combat climate change. Policy CSTP25 seeks to address climate change and reduce CO2 emissions and policies CSTP26 and PMD13 both seek to encourage low carbon energy sources. Specifically, policy PMD13 sets a requirement for 20% of energy to come from decentralised, renewable or low carbon sources for development of more than 1,000m² by 2020. Policy PMD12 sets a BREEAM 'outstanding' requirement by 2019. These policies are compliant with the aims of paragraphs 156 and 157 of the NPPF and guidance within the PPG. The Council's Design Strategy

DPD (March 2017) indicates that 'energy efficiency measures deliver considerable savings in running costs during the life of the building.

- 6.124 The applicants indicate in their submitted Energy and Sustainability Statement minimise energy consumption through the use of high quality materials which have low embodied carbon etc. in line with Policy PMD13.
- 6.125 The proposal would use renewable energy in the form of photo-voltaic panelling to approximately 50% of the roof and would also use heat pumps. This would equate to at least 20% of energy coming from these sources with regard to policy PMD13. The proposal's heat pumps and photovoltaics would offset 60% of the proposal's carbon and achieve a nearly 70% reduction against the Building Regulations (part L) and meeting the "Zero Carbon" target set by the Council.
- 6.126 The applicant's Energy and Sustainability Statement identifies that the proposal is predicated to achieve a BREEAM 'Outstanding' which would accord with policy PMD12 and would be secured through planning condition as the applicant would build out and fit out these units which would include offices.
- 6.127 CO2 emissions for the proposal are noted by the applicants as providing carbon savings but as this would not fully comply with the specified requirements of Policy PMD14, an in-lieu payment of £12,533.33 would be needed to be provided to the Council's carbon offset fund. This would be acceptable in line with Policy PMD14.

Conclusion for this section

- 6.128 It is considered that the proposal would meet climate change and energy policies of the Core Strategy and Development in accordance with Policies CSTP25, PMD13 and PMD14 of the Core Strategy and Development Management Policies Plan (2015). Conditions will be attached to ensure these measures are implemented and maintained.

XI. EFFECT ON NEIGHBOURING PROPERTIES

- 6.129 Policy PMD1 states that development should not impact on adjoining occupiers by way of resulting in a loss of residential amenities.
- 6.130 The nearest residential properties are located to the south-east of the application site in the Lakeside Basin. While the scale of the building is significantly larger than the existing retail warehouses on site and would be higher and located closer to these residential properties, the location to the north-west of the properties, the intervening distance and other developments in between would mean that there would be no loss of residential amenities from the proposal in respect of

overshadowing, overlooking, loss of light, visual intrusion or the proposal being overbearing.

- 6.131 The proposal would increase the number of HGV lorries entering and leaving the site. A suitably worded condition would require all HGVs during construction and operational phases to route via the regional national network onto the B186/A1306 and from there on A13, A282/M25 (and vice versa). This would mean no HGV-related traffic should enter residential areas.
- 6.132 Noise, dust and other impacts during the construction phase will need to be controlled though the imposition of construction hours conditions and the requirement for details to be submitted under a CEMP.

Conclusion for this section

- 6.133 It is considered that the proposal would be acceptable in accordance with Policy PMD1 of the Core Strategy and Development Management Policies Plan (2015).

XII. HERITAGE AND ARCHAEOLOGY

- 6.134 Policies CSTP24 and PMD4 are relevant. Where heritage assets would be affected, measure would need to be taken to reduce any impact on such assets and their setting.
- 6.135 The application site does not contain any heritage assets nor are there any located nearby whereby their setting could be affected by the proposal, notwithstanding that it will be visible in some longer distance views. The Tunnel Estate Clock Tower lying to the east/south-east and close to the application site is of local interest as a landmark. The impact of the proposal on the Clock Tower is addressed earlier in this report.
- 6.136 The application site is a former chalk quarry and, as such the Council's archaeological advisor has written to indicate that there is unlikely to be remaining archaeological features.

Conclusion for this section

- 6.137 There are no heritage assets affected by the proposal such that the proposal would meet Policies SCTP24 and PMD4 of the Core Strategy and Development Management Policies Plan (2015).

XIII. HEALTH IMPACT ASSESSMENT

- 6.138 The applicants have submitted a Health Impact Assessment (HIA). The assessment, using the Welsh Health Impact Assessment Support Unit (WHIASU) Health and Well-Being Determinants Checklist to understand the overall impacts on health and wellbeing, concludes that the proposal was found to have a beneficial effect. In addition, in respect of cumulative impact with other approved developments surrounding the Site, the proposal has been considered to have a neutral cumulative effect. This is subject to conditions relating to Appropriate implementation of the CEMP/CTMP, Travel Plan and Lighting Strategy.
- 6.139 The Council's Public Health Team has that the HIA is somewhat limited. Notwithstanding, the provision of jobs providing local workers with employment will improve local health and wellbeing levels, subject to this being brought forward. Concerns relating to impact on residential amenities are addressed elsewhere in this report, including in relation to noise, dust etc. and conditions relating to the submission of a CEMP, Lorry routing and implementation of travel plan(s) and the proposed lighting strategy will reduce impacts on local residents.

Conclusion for this section

- 6.140 It is considered that the proposal would meet the provisions of Thurrock Council Health and Well-Being Strategy 2022-2026 with its priorities for reducing inequalities in health and well-being and for improving the health and well-being of the people of Thurrock. As such, and subject to conditions being attached, it is considered that the proposal would meet policy PMD1 of the Core Strategy and Development Management Policies Plan (2015).

XIV. CUMULATIVE IMPACT AND ALTERNATIVE SITES

- 6.141 The site is brownfield land which has already been developed. The proposal would result in the loss of existing retail warehousing in favour of warehousing (storage and distribution) as part of a logistics network.
- 6.142 The scale of development proposed is significantly larger than the existing development on site and on two storeys (albeit that some of the retail warehousing does have a mezzanine). The application site would extend the existing employment area to the south to include the whole North/South extent of the western side of the Lakeside Basin as employment land.
- 6.143 Thurrock's main employment areas are in B8 use and it is the largest user of land in the Borough. The proposal would effectively extend the existing employment area onto adjoining existing retail warehouse land.

Conclusion for this section

6.144 It is considered that the proposal would not result in adverse cumulative impact.

XV. PHASING AND CONSTRUCTION

6.145 The proposed development would be for a single building with the two warehousing uses being located seamlessly one on top of the other. The applicants have not requested that the scheme come forward in phases but have identified the intended build out phases:

- Commencement of Works Q1 2025
- Demolition complete/construction start Q2 2025
- Construction complete Q4 2026

6.146 With regard to construction, this would be undertaken during one construction period. Given the location of the site, there should be little inconvenience to other users of the surrounding roads, albeit the bridge extension may have an impact at some stage on both the shopper exit from the upper TSP level and also on the car park to the west of the upper TSP retail warehouses adjacent to Pets at Home.

6.147 Planning conditions are required for the Construction Phase including a Construction Environmental Management Plan (CEMP). The CEMP would require details of the construction works programme, hours of use, construction management of traffic and access arrangements, wheel washing, road condition surveys, compound details, temporary hardstandings and hoardings, methods of controlling noise and vibration, methods of controlling air quality mitigation, waste and surface water management, methods to prevent contamination, lighting and biodiversity protection measures.

6.148 A Construction Environmental Management Plan can agree to the hours of work for the construction phase, although the ES identifies that the following construction hours are likely to be sought:

Conclusion for this section

6.149 The proposal is considered to be in accordance with Policies PMD1 and PMD11 of the Core Strategy and Development Management Policies Plan (2015).

XVI. VIABILITY AND PLANNING OBLIGATIONS

6.150 Policy PMD16 of the Core Strategy indicates that where needs would arise as a result of development the Council will seek to secure planning obligations under

Section 106 of the Town and Country Planning Act 1990 and any other relevant guidance. The policy states that the Council will seek to ensure that development contribute to proposals to deliver strategic infrastructure to enable the cumulative impact of development to be managed and to meet the reasonable cost of new infrastructure made necessary by the proposal.

- 6.151 Certain Core Strategy policies identify requirements for planning obligations, and this depends upon the type of development proposed and consultation responses from the application process.
- 6.152 Following changes in legislation (Community Infrastructure Levy Regulations), in April 2015 the Council produced its Infrastructure Requirement List (IRL) which changed the way in which planning obligations through section 106 agreements can be sought. The changes brought in pooling limitations to a maximum of 5 contributions towards a type or item of infrastructure. The IRL therefore provides an up-to-date list of physical, social and green infrastructure to support new development in Thurrock. This list is bi-annually reviewed to ensure it is up to date. The IRL applies a number of different development scenarios.
- 6.153 Paragraph 56 of the NPPF identifies that planning obligations must only be sought where they meet all of the following criteria:
- a) necessary to make the development acceptable in planning terms;*
 - b) directly related to the development; and*
 - c) fairly and reasonably related in scale and kind to the development*
- 6.154 Through the consultation process to this application and following negotiations with the applicant the proposal would require a number of contributions and obligations to mitigate the impact of the proposed development.
- 6.155 The Council's Highway Officer has requested mitigation measures relating to the proposed development, in order to reduce the impact of the proposal's increased impact on the network and highway use/safety.
- 6.156 Economic Development officers have requested that a "Construction Local Employment and Skills Plan, End User Local Employment and Skills Plan(s), a financial contribution of £25,000 to local job and careers support and a Local Procurement Plan are provided through the S106.
- 6.157 A contribution to offset Carbon Fund of £12,533.33 has been offered by the applicants based on their calculations.

6.158 The Council’s Planning Monitoring Fee of £5,000 is requested to cover the cost of the Council’s monitoring work and discharging of planning obligations in the S106

6.159 The table below sets out in summary form the proposed requirements of the planning obligations which would be secured through a s106 agreement. The table includes the commitment, description of the obligation and whether payments to the Council or obligations that are on the applicant to provide the mitigation. The agreed planning obligations have been assessed comply with the requirements of policy PMD16 and paragraph 56 of the NPPF as they are necessary, directly related to the development and fair and reasonable related in scale and kind to the development.

6.160 The proposed planning obligations are as follows:

Commitment	Description	Payments to the Council (index linked) and obligations on the applicant where stated
Education, Employment and Skills Strategy		
Education, Employment and Skills Plan	<p>A Construction Local Employment and Skills Plan; An End User Local Employment and Skills Plan(s). This will include training opportunities, apprenticeships, using local labour sources and advertising for jobs locally.</p> <p>A local procurement plan is also needed and a financial contribution to local job support/brokerage of £25,000.</p>	<p>Obligation on the applicant to produce and submit the Education, Employment and Skills Plan for approval.</p> <p>£25,000 payment to the Council</p>
Highways and Travel (a section 278 agreement will be required for any of the obligations involving works to the highway)		
Cycle and pedestrian network improvements	<p>Mitigation as follows:</p> <ul style="list-style-type: none"> a) Pedestrian/cycle crossing facilities, in accordance with LTN1/20 design standards at the junction of the A1306 and B186 b) Pedestrian/cycle crossing facilities in accordance with LTN1/20 design standards 	<p>Obligation on the applicant to enter into a s278 agreement prior to commencement. Prior to commencement of the S. 278 works details need to be submitted to and approved. Then implemented prior to first occupation of the</p>

Commitment	Description	Payments to the Council (index linked) and obligations on the applicant where stated
	<p>at the junction of the B186/Weston Avenue junction (north arm)</p> <p>c) Pedestrian/cycle crossing facilities in accordance with LTN1/20 design standards at the junction of the B186/Weston (west arm)</p> <p>d) Pedestrian/cycle crossing facilities in accordance with LTN1/20 design standards at the junction of the Weston Avenue roundabout</p> <p>e) Pedestrian/cycle route from the site entrance(s) to the B186 cycle network, to LTN1/20 design standard s</p>	<p>development</p>
<p>B186/Access for TSP East</p>	<p>Reservation of land to highways (LHA) for future in/out access arrangement from upper TSP onto B186 and indicated on plan 332410781 SK18</p>	<p>Obligation on the applicant to reserve the land for any works associated with the improved in/out access provision from the B186. Once works are completed the land can be dedicated as adopted highway and maintained by the LHA</p>
<p>Bus Stops and route from/to Purfleet Station</p>	<p>Bus stops and route diversion arrangements</p>	<p>Obligation to provide new bus stops on Weston Avenue and arrange to provide bus route diversion</p>
<p>Travel Plan</p>	<p>To provide site wide Framework Travel Plan and individual Travel</p>	<p>Obligation on the applicant to provide, fund and implement the</p>

Commitment	Description	Payments to the Council (index linked) and obligations on the applicant where stated
	<p>Plans for individual occupiers of the units.</p> <p>The site wide Framework Travel Plan would therefore encourage sustainable travel through a number of objectives encouraging increased use of buses, public transport, car sharing, electric vehicle parking, walking and cycling.</p> <p>A Travel Plan Co-ordinator would be nominated for each unit to ensure individual Travel Plans and site wide Framework Travel Plan are achieved. The Travel Plan Co-ordinator or identified role shall monitor the Sustainable Distribution Plan and Car Park Management Plan.</p> <p>Regular monitoring will be required for each individual Travel Plans for each occupier to assess travel patterns to work for a five-year period following occupation.</p>	<p>Travel Plan for maximising sustainability</p>
	<p>In the event that site wide Framework Travel Plan targets are not met then corrective measures would be put in place.</p>	<p>Obligation on the applicant to provide, fund and implement the corrective Travel Plan measures.</p>
	<p>Council Travel Plan Monitoring Fee</p>	<p>For each Travel Plan £1,050 per year payment to the Council for monitoring services from first occupation until 5 years after the last unit has been brought into use</p>

Commitment	Description	Payments to the Council (index linked) and obligations on the applicant where stated
Sustainability – Offset Carbon		
Sustainability	Carbon Offset Contribution - £12,533.33	£12,533.33 payment to the Council
Council’s Planning Monitoring Fee		
Monitoring Fee	A financial contribution to cover the cost of the Council’s monitoring work and discharging of planning obligations	£5,000 payment to the Council prior to commencement of the development

Conclusion for this section

6.161 The above are considered to be appropriate and related to the development and as such meet the 6 tests for consideration of the proposal and inclusion within a S106 legal agreement. This would be in accordance with Policy PMD16 of the Core Strategy and Development Management Policies Plan (2015) and paragraph 56 of the NPPF.

XVII. SUSTAINABILITY

6.162 As part of the planning balance consideration has to be given to the Environmental, Social and Economic objectives as outlined in paragraph 8 of the NPPF with all three needing to be satisfied for the ‘presumption in favour of sustainable development’ to apply.

6.163 For the economic and social objective, the proposal would provide new jobs and would involve substantial investment into the local economy. The proposed development would lead to construction opportunities. For both the Construction and Operational Phases the proposal would lead to indirect as well as direct employment opportunities from this use.

6.164 For the environmental objective the proposed development would lead to new landscaping, biodiversity and ecological improvements, energy efficient buildings, and the remediation of any contaminated land.

6.165 On the basis of the above the proposed development would satisfy the Environmental, Social and Economic objectives as outlined in paragraph 8 of the NPPF.

XVIII. OTHER MATTERS

6.166 Environmental Impact Assessment (EIA) It was assessed at an earlier stage (planning submission for screening opinion reference 22/01471/SCR) that the proposal, while a large proposal of over 10,000 sq.m (the current trigger point for consideration) would not result in significant impact on the wider environment, either singly or collectively with other development and that an EIA impact assessment would not be required. As such there was no requirement for an Environmental Statement to be submitted with this application.

6.167 There are no other significant issues arising from the proposal.

7.0 CONCLUSIONS AND REASONS FOR APPROVAL

7.1 In summary, the key consideration for Members is to consider whether the principle of the re-development of the site for a proposed two levelled storage and distribution use of this site, one of the first of its kind in the country, would outweigh the harm of the loss of the existing retail park which is designated for such uses through policy CSTP7 and is part of the wider attraction of the Lakeside Basin as a sub regional centre.

7.2 In weighing this up, the most up to date policy position is that within the NPPF and this identifies the need for economic growth. Both the Employment Land Availability Assessment (ELAA) dated February 2023 and the Economic Development Needs Assessment (EDNA) dated March 2023 provide the most up to date position for employment land use needs in the Borough, but both are not policy.

7.3 Policy CSTP7 does not require the retention of retail uses, the policy envisaged retail growth at the time of its original adoption in 2011. The applicant's retail assessment has been subject to an independent retail expert analysis who reached the following conclusion:

'The loss retail floorspace as proposed would not undermine the function of the regional centre or harm its vitality and viability and therefore would find support in the development plan and national policy on this single issue concerning the loss of retail floorspace'.

7.4 Taking this into consideration the principle of the development is finely balanced, but on balance it considered that the principle of the development is acceptable.

7.5 The proposal for a two levelled warehouse development does present concerns with regard to its site coverage, height, scale, mass, design and the impact this would have in this location at an arrival point in Thurrock from the motorway

network. It is recognised that during the course of this application changes were made to the design of the building to try and lessen its impact and the north west corner feature is considered to represent an improvement to the building’s appearance. Nonetheless concerns still remain and these need to be balanced in the decision making for this application.

- 7.6 The proposal would provide increased jobs on the site, compared to the current use, and the applicants have agreed to enter into suitable arrangements to provide jobs and skills to those living locally. Improved cycle and pedestrian access will improve access to the site. A number of highway mitigation requirements would be secured through a planning permission.
- 7.7 All other material planning considerations are considered in planning terms subject to planning conditions and obligations as identified in this report.
- 7.8 In conclusion, the proposed economic benefits of the proposal and employment land needs are considered to outweigh the loss of the retail floorspace and design concerns raised through this application to reach an on balanced recommendation for approval.
- 7.9 The recommendation provides full details of the proposed planning conditions and planning obligations that would be secured through a section 106 legal agreement including financial contributions and section 278 highways agreements to the Council to mitigate the effect on the highway infrastructure and highway management alongside the promotion of a multiple sustainable transport mode opportunities through a travel plans, and an education, employment and skills strategy.

8.0 RECOMMENDATION

8.1 To Grant Planning Permission subject to the following:

- i) the completion and signing of an obligation under s.106 of the Town and Country Planning Act 1990 relating to the following heads of terms:

Commitment	Description	Payments to the Council (index linked) and obligations on the applicant where stated
Education, Employment and Skills Strategy		
Education, Employment and Skills Plan	A Construction Local Employment and Skills Plan; An End User Local Employment and Skills Plan(s). This	Obligation on the applicant to produce and submit the

Commitment	Description	Payments to the Council (index linked) and obligations on the applicant where stated
	<p>will include training opportunities, apprenticeships, using local labour sources and advertising for jobs locally.</p> <p>A local procurement plan is also needed and a financial contribution to local job support/brokerage of £25,000.</p>	<p>Education, Employment and Skills Plan for approval.</p> <p>£25,000 payment to the Council</p>
<p>Highways and Travel (a section 278 agreement will be required for any of the obligations involving works to the highway)</p>		
<p>Cycle and pedestrian network improvements</p>	<p>Mitigation as follows:</p> <ul style="list-style-type: none"> f) Pedestrian/cycle crossing facilities, in accordance with LTN1/20 design standards at the junction of the A1306 and B186 g) Pedestrian/cycle crossing facilities in accordance with LTN1/20 design standards at the junction of the B186/Weston Avenue junction (north arm) h) Pedestrian/cycle crossing facilities in accordance with LTN1/20 design standards at the junction of the B186/Weston (west arm) i) Pedestrian/cycle crossing facilities in accordance with LTN1/20 design standards at the junction of the Weston Avenue roundabout j) Pedestrian/cycle route from the site entrance(s) to the 	<p>Obligation on the applicant to enter into a s278 agreement prior to commencement. Prior to commencement of the S. 278 works details need to be submitted to and approved. Then implemented prior to first occupation of the development</p>

Commitment	Description	Payments to the Council (index linked) and obligations on the applicant where stated
	B186 cycle network, to LTN1/20 design standards	
B186/Access for TSP East	Reservation of land to highways (LHA) for future in/out access arrangement from upper TSP onto B186 and indicated on plan 332410781 SK18	Obligation on the applicant to reserve the land for any works associated with the improved in/out access provision from the B186. Once works are completed the land can be dedicated as adopted highway and maintained by the LHA
Bus Stops and route from/to Purfleet Station	Bus stops and route diversion arrangements	Obligation to provide new bus stops on Weston Avenue and arrange to provide bus route diversion
Travel Plan	<p>To provide site wide Framework Travel Plan and individual Travel Plans for individual occupiers of the units.</p> <p>The site wide Framework Travel Plan would therefore encourage sustainable travel through a number of objectives encouraging increased use of buses, public transport, car sharing, electric vehicle parking, walking and cycling.</p> <p>A Travel Plan Co-ordinator would be nominated for each unit to ensure individual Travel Plans and site wide Framework Travel Plan are achieved. The Travel Plan Co-ordinator or identified role shall monitor the Sustainable Distribution Plan and Car Park Management Plan.</p>	Obligation on the applicant to provide, fund and implement the Travel Plan for maximising sustainability

Commitment	Description	Payments to the Council (index linked) and obligations on the applicant where stated
	Regular monitoring will be required for each individual Travel Plans for each occupier to assess travel patterns to work for a five-year period following occupation.	
	In the event that site wide Framework Travel Plan targets are not met then corrective measures would be put in place.	Obligation on the applicant to provide, fund and implement the corrective Travel Plan measures.
	Council Travel Plan Monitoring Fee	For each Travel Plan £1,050 per year payment to the Council for monitoring services from first occupation until 5 years after the last unit has been brought into use
Sustainability – Offset Carbon		
Sustainability	Carbon Offset Contribution - £12,533.33	£12,533.33 payment to the Council
Council’s Planning Monitoring Fee		
Monitoring Fee	A financial contribution to cover the cost of the Council’s monitoring work and discharging of planning obligations	£5,000 payment to the Council prior to commencement of the development

ii) the following planning conditions:

Standard Time Limit

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

Reason: To comply with Section 91(1) of The Town & Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Date of Commencement of the Development

2. Within 2 weeks following commencement of the development the local planning authority shall be informed in writing of the commencement date of the development.

Reason: To ensure the commencement date is known for the benefit of conditions and planning obligations associated with this planning permission.

Approved Plans

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

Plan Number(s):		
Reference	Name	Received
17646 - 150A	Location Plan	10th January 2023
17646 - 151A	Existing Site Layout	10th January 2023
17646 - 160	Existing Elevations Block A	10th January 2023
17646 - 161	Existing Elevations Block B	10th January 2023
17646 - 162	Existing Elevations Block C	10th January 2023
17646 - 163	Existing Elevations Block D	10th January 2023
17646 - 170B	Proposed Site Layout	11th July 2023
17646 - 171D	Proposed Ground Floor Plan	11th July 2023
17646 - 172C	Proposed Ground Floor Mezzanine Plan	11th July 2023
17646 - 173C	Proposed First Floor Plan	11th July 2023
17646 - 174C	Proposed First Floor Mezzanine Plan	11th July 2023
17646 - 175D	Proposed Roof Level Plan	11th July 2023
17646 - 176C	Proposed Roof Plan	11th July 2023
17646 - 177D	Proposed Elevations	11th July 2023
RG-LD-100 REV D	GA Hard and Soft Landscape Works Plan - Overall	11th July 2023
RG-LD-101 REV D	GA Hard and Soft landscape works – arrival sheet 1	11th July 2023
RG-LD-102 REV D	GA Hard and Soft landscape works – arrival sheet 2	11th July 2023

RG-LD-103 REV E	Plant Schedules	11th July 2023
17646 - 178B	Proposed Sections	11th July 2023

Reason: For the avoidance of doubt and to ensure the development accords with the approved plans with regard to policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Use Class Restriction

- Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any provision in any Statutory Instrument revoking or re-enacting that Order) the development hereby permitted shall not be used for any purposes other than uses falling within Use Class B8 (Storage and Distribution).

Reason: To ensure that the Development is carried out in accordance with the approved plans in regard to the employment land allocation through policies CSSP2 and CSTP6 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Ancillary Offices

- Any space proposed for offices shall only be used for purposes in conjunction with and ancillary to the primary use of that unit and shall not be occupied as separate office uses. The office content will be ancillary to the main operation of the unit and shall not exceed 30% of the overall Building Floorspace (Gross External Area).

Reason: To ensure that the Development is carried out in accordance with the approved plans and in regard to highway movements associated with office uses which would lead to increased vehicle movements which would have an impact upon the efficiency of the highways network through policies CSTP6, PMD9 and PMD10 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Removal of permitted development rights for commercial uses

- Notwithstanding the provisions of Part 7, Classes A, H, and L of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revising, revoking and re-enacting that Order) no enlargement by way of extension(s) or by way of the installation of a mezzanine

floor(s) in a unit which is subject of this permission shall be carried out without planning permission having been obtained from the local planning authority.

Reason: Because any increase in Floorspace would lead to increased vehicle movements beyond that assessed in the Transport Assessment and this would have an impact upon the efficiency of the highways network, in accordance with PMD9 and PMD10 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Site Access and Site Layout Highway

7. Notwithstanding the details submitted on the site layout plans included with this application, prior to the commencement of development details of all access points into and out of the site, (including improvement measures as identified by the local highways authority) and onto the internal roadway, road layout, traffic calming, one way operation and parking shall be submitted to and approved in writing by the local planning authority. Such details shall include construction details, dimensions, construction specification, roadway geometry and visibility sight splay details. All approved details shall be implemented on site prior to occupation and shall be 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 amenity in accordance with policies PMD2 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Security Hut

8. Prior to the first occupation of the development details of the security hut and barriers to the site shall be submitted to and approved in writing by the local planning authority. The proposed security hut and barriers shall be constructed in accordance with the details as approved and be in situ before first occupation of the development and then shall be maintained and retained at all times thereafter.

Reason: In the interests of demarcating the site from public and private access for all users in accordance with policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Parking Provision

9. Prior to the first occupation of the development the vehicle parking area shown on the approved plans, including any parking spaces for the mobility impaired and electric vehicles, has been hard surfaced, sealed and marked out as shown on the approved plans. The vehicle parking area(s) shall be retained in this form at all times thereafter. The vehicle parking area(s) shall not be used for any purpose other than the parking of vehicles that are related to the use of the approved development.

Reason: In the interests of highway safety, efficiency and amenity to ensure that adequate car parking provision is available in accordance with policies PMD2, PMD8 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Parking Management Plan

10. Prior to the first occupation of the development a vehicle parking management plan for each unit shall be submitted to and approved in writing by the local planning authority. Each vehicle parking management plan must demonstrate compliance with the Council's adopted parking policy and the Thurrock Parking Design and Development Standards (February 2022) or any subsequent amended Thurrock Council parking standards document, and provide details of spaces allocated for:
- a. Vehicle parking
 - b. Car sharing parking
 - c. Disabled space parking
 - d. Active electric vehicle charging points (to be a minimum of 20% of spaces)
 - e. Details of passive provision or electric vehicle charging infrastructure to all identified electric vehicle parking spaces

No unit shall be occupied until the approved details have been implemented in full. The ongoing approved details shall be implemented, and the facilities provided shall be serviceable and maintained at all times thereafter for the lifetime of the Development.

Reason: In the interests of highway safety and to ensure that adequate car parking provision is available in accordance with policies PMD8 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Cycle Parking/Powered two wheeler Parking

11. Prior to the commencement of above ground development full details of the number, size, type and location of spaces, together with the design, dimensions and materials of secure and weather protected cycle parking/powered two wheeler parking facilities to serve the development shall be submitted to and approved in writing by the local planning authority. The details shall include the location and specification of cycle parking/powered two wheeler parking facilities sufficient to accommodate no less than 15% of the total number of employees that are intended to occupy each unit.

The development shall not be first occupied until the parking facilities for cycle parking/powered two-wheeler parking have been installed as approved. Thereafter, the approved cycle parking/powered two-wheeler parking facilities shall be implemented and retained for the sole use of cycle parking/powered two wheelers parking for the users and visitors of the development. The facilities provided shall be serviceable and maintained at all times thereafter for the lifetime of the development.

Reason: To reduce reliance on the use of private cars, in the interests of sustainability, highway safety and amenity in accordance with Policies PMD2 and PMD8 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Servicing and Refuse Strategy

12. Prior to the commencement of development details of a servicing and refuse strategy shall be submitted to and agreed in writing by the local planning authority. Each strategy shall detail how the completed units within will be serviced, including the route, the method of servicing including unloading and loading areas, turning spaces, parking accommodation and associated signage for delivery vehicles and methods to prevent unauthorised vehicle access to pedestrianised spaces or cycle areas. No unit shall be first occupied until the servicing and refuse strategy for that unit has been implemented in accordance with the details as approved for that unit, retained and maintained at all times thereafter.

Reason: To ensure satisfactory service arrangements that reduces the risk of conflict between pedestrians, cycles and service vehicles and minimise the impact upon the public realm in accordance with Policies PMD2 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Sustainable Distribution Plan

13. Prior to the first occupation of the development, a Sustainable Distribution Plan detailing how HGV and LGV traffic associated with the development will be managed and serviced shall be submitted to and approved in writing by the local planning authority. The Sustainable Distribution Plan shall include measures to reduce HGV and LGV impact on the local and strategic highway network, and to reduce pollution. These shall include (but not limited to):

- HGV vehicle booking systems designed to manage access during peak periods and to record registration, origin, destination, and operators of each vehicle entering and leaving the site and the time of such movements
- HGV Routing details
- For the operators of each unit to become a member of the Council's Freight Quality Partnership
- Promotion of less polluting vehicles
- Ongoing monitoring provision

The Sustainable Distribution Plan shall apply to each unit and shall be implemented prior to the first occupation of a unit to which it corresponds to and shall thereafter continue to be regularly monitored by the Travel Plan Co-ordinators, and the Sustainable Distribution Plan shall be maintained and retained at all times thereafter for the lifetime of the development.

Upon written request from the local planning authority details of the monitoring records shall be made available and sent to the local planning authority in writing within 14 days of the date of the written request from the local planning authority.

Reason: In the interest of highway safety and efficiency to ensure that HGV and LGV vehicle movement do not severely adversely impact the local road network and the interests of reducing pollution to air quality, in accordance with policies PMD1, PMD9 and PMD11 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Material and finishes as detailed within the application

14. Prior to the commencement of above ground development details of all the materials to be used on the external surfaces of the development shall be submitted to and approved in writing by the local planning authority. The details as approved shall be used in the construction of development prior to the first occupation of the development and shall be retained and maintained as such thereafter.

Reason: In the interests of visual amenity and to ensure that the proposed development is integrated with its surroundings in accordance with policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Secured by Design

15. Prior to the commencement of development details of measures setting out how the principles and practices of the Secured By Design scheme are to be incorporated into the development shall be submitted to and approved in writing by the local planning authority. The details as approved shall be used in the construction of development prior to the first occupation of the development and shall be retained and maintained as such thereafter.

Reason: In the interest of creating safer, sustainable communities in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2015).

Boundary treatment

16. Prior to the commencement of above ground development details of all the boundary treatments to be used in the development shall be submitted to and approved in writing by the local planning authority. The details as approved shall be used in the construction of development prior to the first occupation of the development and shall be retained and maintained as such thereafter.

Reason: In order to safeguard the amenities of neighbouring occupiers and in the interests of the visual amenity of the area as required by policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Levels

17. Save for demolition, site clearance and associated site enabling works, no development shall commence until details of the finished site levels, finished floor levels and the finished external surface levels have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity of the area in accordance with policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Tree Protection

18. All trees to be retained on the site as shown in the Arboricultural Impact Assessment and Tree Survey Plan shall be protected by barriers and ground protection for the duration of the demolition and construction period at a distance equivalent to not less than the spread from the trunk. Such fencing shall be erected prior to the commencement of any development/works on the site. No materials, vehicles, fuel or any other ancillary items shall be stored or buildings erected inside this fencing; no changes in ground level may be made or underground services installed within the spread of any tree or shrub (including hedges) without the previous written consent of the local planning authority.

Reason: To secure appropriate landscaping of the site in the interests of visual amenity and the character of the area in accordance with policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Hard and Soft Landscaping

19. Within the first available planting season (October to March inclusive) following the commencement of the development the landscaping works for hard and soft landscaping as shown on the approved plan(s) drawing number(s) RG-LD-100 Rev D and specifications attached to and forming part of this permission shall be fully implemented. If within a period of five years from the date of the planting of any tree or plant, or any tree or plant planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or plant of the same species and size as that originally planted shall be planted at the same place, unless the local planning authority gives its written consent to any variation.

Reason: To secure appropriate landscaping of the site in the interests of visual amenity and the character of the area in accordance with policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Green Wall

20. Prior to commencement of the development details of the planting, materials and colour to the Green Wall to the eastern elevation fronting Weston Avenue shall be submitted to and approved in writing by the local planning authority. The approved details shall be implemented in accordance with the approved

plans prior to first occupation of the development and shall be maintained and managed thereafter as approved for the lifetime of the development.

Reason: In the interests of the visual appearance of the site and to aid ecology and biodiversity at the site in accordance with policies PMD2 and PMD7 of the adopted LDF Core Strategy and Policies for the Management of Development.

Landscape Management Plan

21. Prior to the first occupation of the development a landscape management plan, including management responsibilities and maintenance schedules for the up keep of all landscaped areas shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be implemented prior to first occupation of the development in accordance with the details as approved and retained thereafter.

Reason: To secure appropriate landscaping of the site in the interests of visual amenity and the character of the area in accordance with policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Ecological and Biodiversity Enhancements

22. Prior to the first occupation of the development details of ecological and biodiversity enhancement measures to reflect the Biodiversity Net Gain information within this application shall be submitted to and agreed in writing by the local planning authority. The details shall be implemented in accordance with the agreed details prior to first occupation of the development and shall be maintained at all times thereafter.

Reason: In order to ensure that the interests of ecology and biodiversity or protected species are addressed in accordance with policy PMD7 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).
DPD (2015).

Flood Warning and Evacuation Plan (FWEP)

23. Prior to the first occupation of the development a Flood Warning and Evacuation Plan (FWEP) shall be submitted to and approved in writing by the local planning authority. The approved measures within the Flood Warning and Evacuation Plan (FWEP) shall be implemented, shall be made available for inspection by all users of the site and shall be displayed in a visible location all times thereafter.

Reason: To ensure that adequate flood warning and evacuation measures are available for all users of the development in accordance with policy PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Surface Water Drainage Scheme

24. No development shall commence until a surface water drainage scheme for the development, based on the submitted sustainable drainage strategy has been submitted to and approved in writing by the local planning authority. The details shall include:
- a) Full details of all components of the proposed surface water drainage system including dimensions, locations, gradients, invert levels, cover levels and relevant construction details.
 - b) Measures to ensure surface water from the vehicle parking and service areas enters into a storm by-pass oil interceptor and measures to prevent infiltration into the ground.
 - c) Supporting calculations confirming compliance with the Non-statutory Standards for Sustainable Drainage, and the agreed discharge rate of 55l/s and the attenuation volumes to be provided.
 - d) Details of the maintenance and management arrangements relating to the proposed surface water drainage system, confirming who will be responsible for its maintenance and the maintenance regime to be implemented.
 - e) Infiltration tests to be carried out in line with 365 for the locations where SUDS are proposed.

The surface water drainage strategy shall be implemented as approved and in accordance with the programme for implementation. The surface water drainage strategy shall then be retained and maintained at all times thereafter.

Reason: To ensure the incorporation of an appropriate drainage scheme and to avoid pollution of the water environment and to minimise flood risk in accordance with policies PMD1 and PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

All Plant and Machinery Noise

25. All plant and machinery shall be designed and/or installed so that the noise rating level at the development boundary does not exceed 10 dB below existing background levels. Based on measured noise levels this would be 41 dB during the day and 39 dB at night at the residential properties to the south east (NL1)

and 45 during the day and 42 dB at night at NL2 determined in accordance with BS4142:2014.

Reason: To ensure all users of the site and neighbouring sites are not subject to noise pollution in accordance with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Unforeseen Contamination

26. 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 land and water environment in accordance with policy PMD1 of the adopted Thurrock Core Strategy and Policies for the Management of Development (2015).

BREEAM

27. All units hereby permitted shall achieve a minimum of an 'Outstanding' rating under the Building Research Establishment Environmental Assessment Method (BREEAM), unless it can be demonstrated to the local planning authority that it would be economically unviable or not feasible to do so.

A copy of the post construction completion certificate for each unit verifying the BREEAM rating of 'Outstanding' has been achieved, (unless it has been demonstrated that it would be economically unviable or not feasible to do so for that particular unit in which case the BREEAM rating shall be stated, in respect of that unit) shall be submitted to the local planning authority within three months of occupation of that unit.

Reason: In order to reduce carbon dioxide emissions in the interests of sustainable development, as required by policy PMD12 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Renewable Energy

28. Prior to the first occupation of the development, the energy and sustainability

measures as detailed in the Energy and Sustainability Statement dated December 2022 shall be implemented, maintained and retained in working order through the lifetime of the development.

Reason: To ensure that development takes place in an environmentally sensitive way in accordance with Policy PMD13 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Height of Outside Storage to be agreed

29. No goods, materials, plant, machinery, skips, containers, packaging or other similar items shall be stored or kept outside of the building during the operational phase of the development unless a scheme of screening of such storage has been implemented in accordance with details to have been submitted to and approved in writing by the local planning authority. The areas of storage and related screening shall be retained as approved thereafter.

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

External Lighting

30. Prior to the first occupation of the development, the external lighting measures for the development shall be implemented in accordance with the External Lighting Assessment dated December 2022 and shall be maintained and retained in working order through the lifetime of the development.

Reason: In the interests of amenity / ecology and biodiversity and to ensure that the development can be integrated within its immediate surroundings in accordance with Policies PMD1, PMD2 and PMD7 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

CCTV

31. Prior to the first occupation of the development, a scheme for CCTV shall be submitted to and approved in writing by the local planning authority. All CCTV shall be installed and be operational in accordance with the relevant approved scheme prior to the first occupation of the development and shall be retained and maintained at all times thereafter.

Reason: In the interests of amenity, security and crime prevention in accordance with policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Provision of Superfast Broadband

32. Prior to the first occupation of the development a strategy to facilitate superfast broadband (broadband with speeds of at least 30Mbps as defined by Ofcom) for future occupants of all units shall be submitted to and approved in writing by the local planning authority. The strategy shall, accounting for feasibility and viability, seek to ensure that upon occupation of a unit either a landline or ducting is in place to facilitate the provision of a broadband service to that unit from a site-wide network, unless evidence is put forward and agreed in writing by the local planning authority that technological advances for the provision of a broadband service for the majority of users of that unit will no longer necessitate below ground infrastructure. The development shall be carried out in accordance with the approved strategy and the services (and ducting where applicable) retained and maintained at all times thereafter.

Reason: In order to ensure that suitable infrastructure is provided at the site for the benefit of occupiers, in accordance with paragraph 114 of the NPPF.

Construction Environmental Management Plan (CEMP)

33. No demolition or construction works shall be commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall contain or address the following matters:
- (a) Demolition and construction work programme
 - (b) Details of the hours of construction and demolition
 - (c) Details of the method of demolition and plans and photographs to show all the existing structures above ground level, including existing oil storage tanks, pipelines and associated infrastructure to be demolished
 - (d) Demolition and construction traffic access and management plan detailing vehicle haul routing in connection with construction, remediation and engineering operations
 - (e) Identification of a strategy to minimise the level of employee travel by car to and from the Site during construction
 - (f) Wheel washing and sheeting of vehicles transporting loose aggregates or similar materials on or off site
 - (g) Details of temporary access and parking requirements

- (h) Road condition surveys before demolition and after construction is completed with assurances that degradation as a result of the works of existing surfaces will be remediated. Extents of road condition surveys to be agreed as part of this CEMP.
- (i) Location and size of on-site compounds (including the design layout of any proposed temporary storage, laydown areas and artificial lighting systems)
- (j) Details of any temporary buildings for the demolition and construction processes
- (k) Details of any temporary hardstandings
- (l) Details of any temporary fencing and hoardings
- (m) The importation and/or stockpiling of material on the site for the purpose of constructing the Development
- (n) Details of the method for the control of noise with reference to BS5228 together with a monitoring regime
- (o) Measures to reduce vibration and mitigate the impacts on sensitive receptors together with a monitoring regime
- (p) Measures to reduce dust with air quality mitigation and monitoring
- (q) Measures for water management including waste water and surface water discharge
- (r) A method statement for the prevention of contamination of soil, groundwater, rivers/watercourses and air pollution, including the storage of fuel and chemicals and to prevent pollution affecting sensitive receptors
- (s) Details of security and other external lighting layout and design in accordance with the Institution of Lighting Engineers Guidance
- (t) An ecology method statement to demonstrate protection measures for biodiversity and ecology
- (u) Contact details for site managers including emergency details and information about community liaison including a method for handling and monitoring complaints.

Development shall only be carried out in accordance with the approved CEMP.

Reason: In order to minimise any adverse impacts arising from the construction of the development upon amenity, highway impact on the Local Highway Network and the Strategic Road Network and nearby biodiversity and ecological designations in accordance with policies PMD1, PMD7 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Positive and Proactive Statement

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally

submitted) and negotiating, with the Applicant/Agent, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Documents:

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online:

<http://regs.thurrock.gov.uk/online-applications>

