Planning Statement

Natural Gas Refuelling Station, Zone B
East Midlands Gateway

GASREC

July 2019

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1.0 INTRODUCTION

1.1 This Planning Statement is submitted in support of an application for a Gas Fuelling Station for refuelling heavy goods vehicles (HGVs) within Zone B of the East Midlands Gateway (EMG) scheme. The East Midlands Gateway Rail Freight Interchange was granted a Development Consent Order (DCO) for a Strategic Rail Freight Interchange (SRFI) in 2016 and construction of the scheme is well underway.

1.2 This planning application is submitted because the delivery of a natural gas refuelling station lies outside of the DCO parameters, insofar as it exceeds the height parameters set by the DCO.

1.3 The application site sits within the northern section of Zone B of the EMG development site. Zone B is toward the east of the wider EMG site lying between the Development Plots and Rail Terminal delivered through the DCO and Junction 24 of the M1 Motorway and the A453.

1.4 The EMG DCO allows for up to two units within Zone B of the site, totalling up to 938sqm of floorspace and with a maximum development height of 10m.

1.5 The description of development is:

> *Erection of Natural Gas Refuelling Station together with ancillary buildings with associated access, service and yard areas and landscaping, within Zone B of the East Midlands Gateway development*

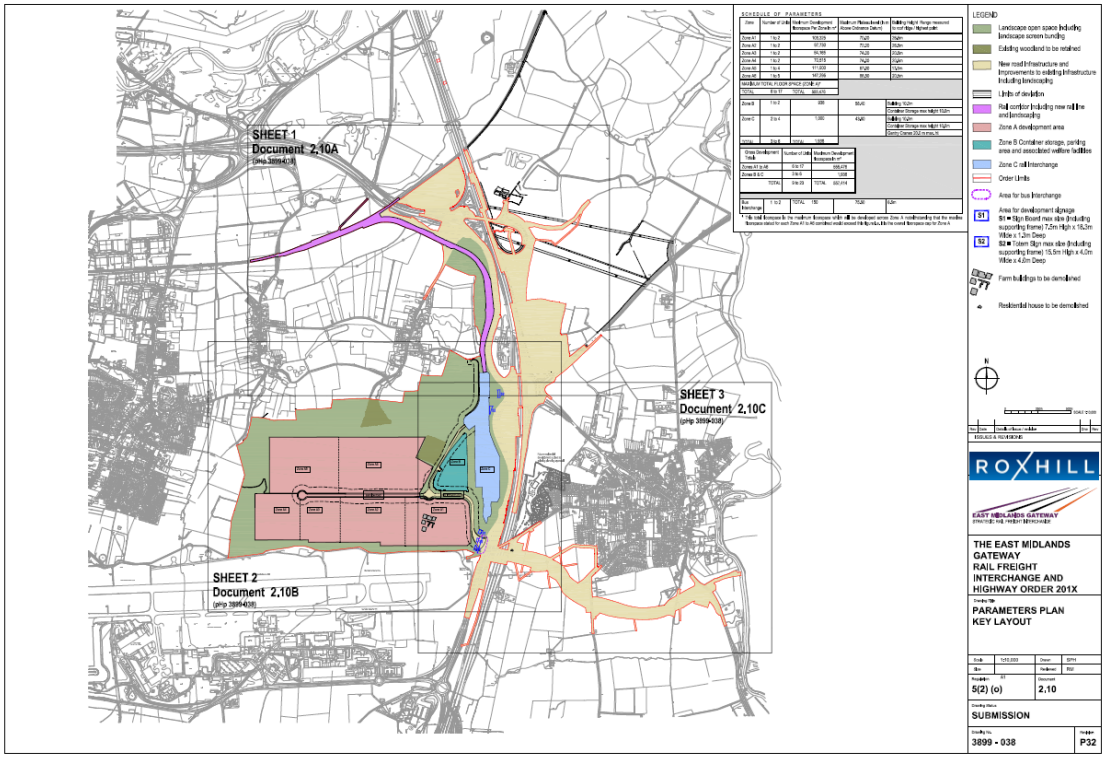
1.6 The site has been specifically chosen for its strategic position at the heart of the EMG development, adjacent to the internal spine road and easily accessible for vehicles using the Rail Terminal and warehouse units within the scheme.

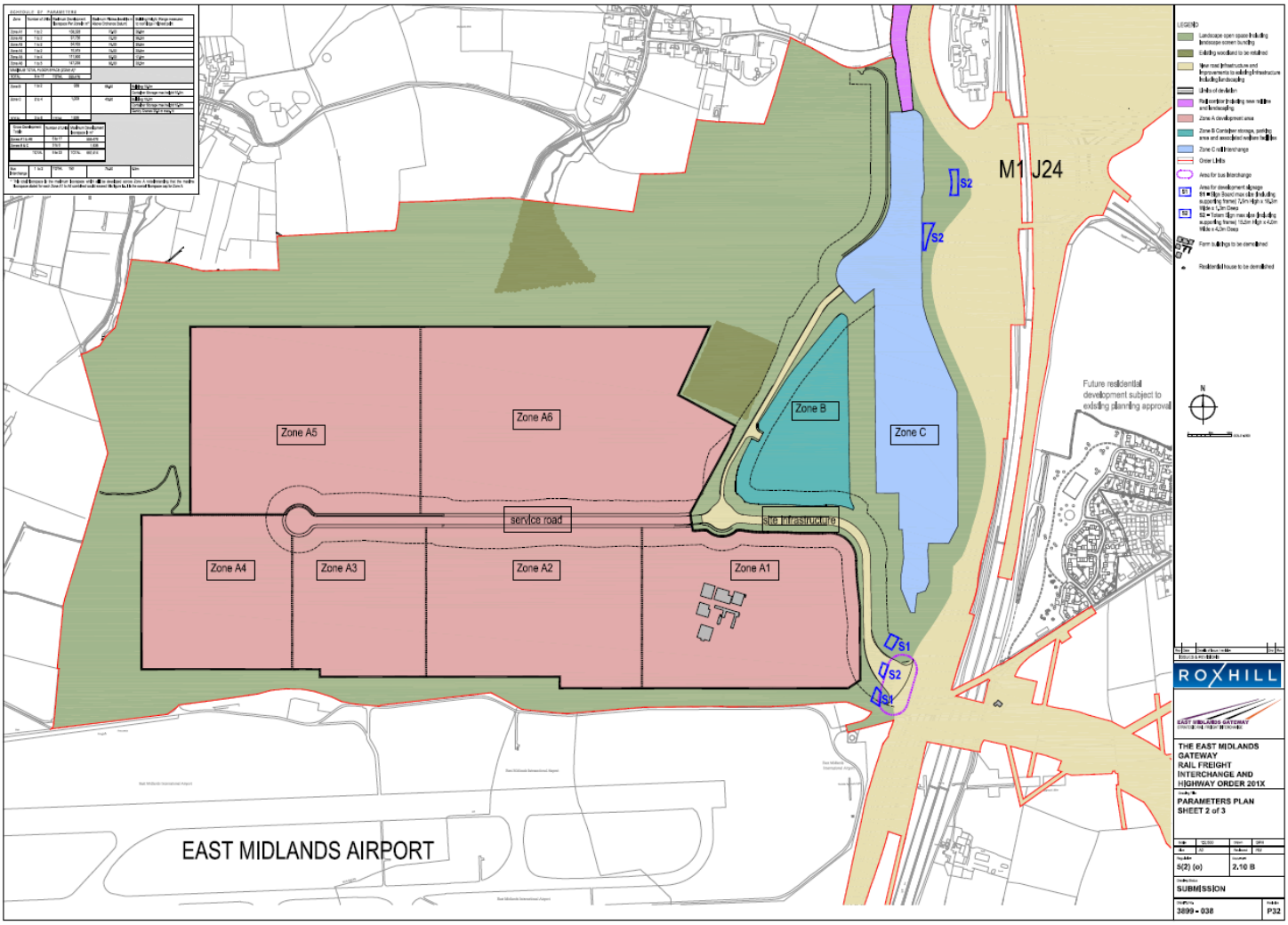
1.7 The context for the proposal is therefore set by the EMG scheme and consequently this application seeks approval for the natural gas refuelling station itself, but does not seek approval for matters outside of on-plot details, as these are already dealt with through other submissions and the EMG DCO; this application fits within that overarching framework.

1.8 In this context the application submission has regard to the DCO and the Requirements contained within it. The specific issues that the appraisal of this application therefore needs to consider are the acceptability of the station design; the landscape and visual impact of the proposal (to assess the acceptability of the part of the proposed unit which exceeds the DCO parameters); traffic implications; and how the application conforms to the DCO.

1.9 The Parameters Plans overleaf identify Zone B's location within the EMG development.

Parameters Plans





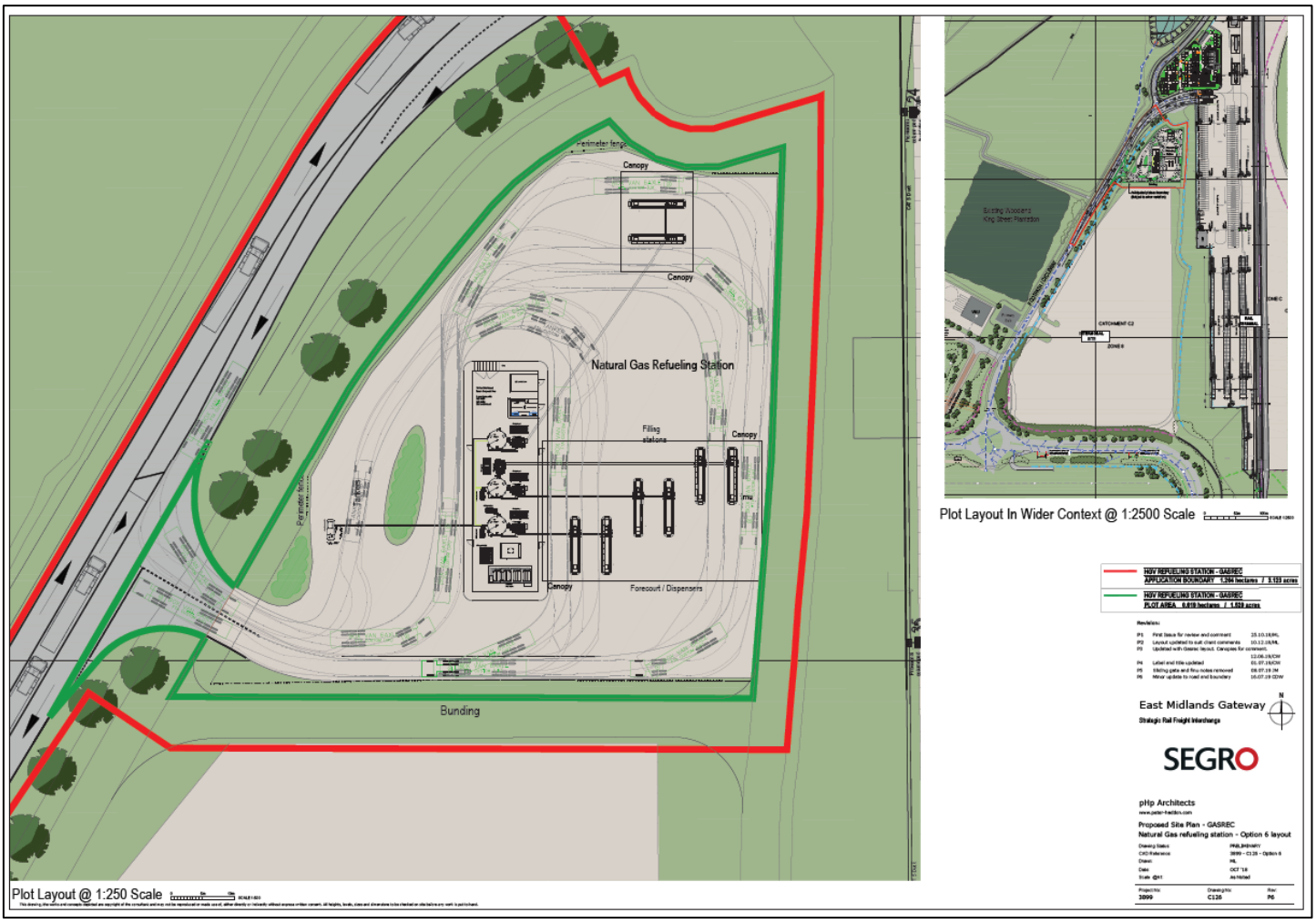
1.10 The application site's location, within the EMG development, therefore, means that the surrounding context for the site is that of strategic logistics and employment. Development of EMG is well underway with pre-commencement Requirements agreed; the first four plots nearing completion; highway works underway; and detail for the construction of the Rail Terminal itself approved and construction underway.

1.11 As noted above, the wider EMG site works is ongoing, with the first four development plots delivered; three of which are preparing for occupation within the coming months, with one now operational. As a summary, once completed, the EMG scheme will deliver:

- An intermodal freight terminal accommodating up to 16 trains per day and trains of up to 775m long and including container storage and HGV parking.
- Up to 557,414 sq metres of rail served warehousing and ancillary service buildings.
- A new rail line connecting the terminal to the Castle Donington branch freight only line.
- New road infrastructure and works to the existing road infrastructure.
- Demolition of existing structures and structural earthworks to create development plots and landscape zones.
- Strategic landscaping and open space, including alterations to Public Rights of Way and the creation of new publicly accessible open area.
- A bus interchange.

1.12 The Application Site Location Plan overleaf shows the application site (outlined red) within the context of the EMG scheme:

Application Site Location Plan



1.13 This Planning Statement describes the site and its surrounding context; sets out the application proposals; identifies relevant planning policy and guidelines; and goes on to appraise the suitability of the proposals having regard to these policies.

1.14 The application is supported by a number of other reports and statements, these are:

- Application plans and drawings
- Design and Access Statement
- Landscape and Visual Appraisal
- Transport Note
- Drainage Details (as per DCO Requirement)
- Lighting Details (as per DCO Requirement)
- Landscaping Details (as per DCO Requirement)

1.15 Further, an advertisement application will be submitted, in due course, to provide the Gasrec branding on the Station canopies and on the tanks, as well as for directional signage within EMG to the Station.

2.0 THE PROPOSAL

Site Location within EMG

2.1 The proposal is for a Natural Gas Refuelling Station for HGVs within the northern section of Zone B of the EMG site.

2.2 Zone B will largely be screened from view from the surrounding areas by the significant landscaping and screening bund provided by the EMG scheme. To the north and east of the application site is the EMG Rail Terminal; to the west is the EMG spine road and the retained King Street Plantation woodland; and to the south lies the remaining 'intermodal area' which will comprise container storage, car parking and associated welfare facilities for the wider EMG development, with the warehouse plots situated just beyond this.

What the Station will deliver

2.3 EMG is the newest SRFI in the UK and Gasrec have recognised the opportunity presented by the scheme to deliver a Natural Gas Refuelling Station, for the benefit of the occupiers operating from the development.

2.4 The Natural Gas Refuelling Station will have the ability to dispense two products: Liquid Natural Gas (LNG) and Compressed Natural Gas (CNG) ensuring all brands and models of gas-powered HGVs can be refuelled at EMG.

2.5 Gas HGVs bring a significant benefit to local air quality compared to traditional diesel HGVs, reducing NOx by up to 70%, and particulate emissions by more than 90%. Dependent on operation and the level of biomethane used, CO2 reductions can be anywhere between 20%-90% vs a diesel HGV.

2.6 Where possible, Gasrec will substitute the fossil fuel supply of LNG and CNG with Liquid Biomethane (LBM) and Compressed Biomethane (CBM), which are renewable fuels derived from waste products. In gas HGVs, LBM and CBM are 100% substitutable for LNG and CNG respectively and are identical in chemical composition. When used in gas HGVs, whole lifecycle GHG emissions can be reduced by 90% compared to diesel.

2.7 One of the key ambitions of the EMG SRFI is to aid in the modal shift for goods deliveries from road to rail. However, there will still necessarily be HGVs which will be required to operate within the EMG site itself and in delivering goods from EMG onwards, to their final destinations.

2.8 In 2019 the Royal College of Physicians produced a report stating that 'the annual mortality burden in the UK from exposure to outdoor air pollution is equivalent to around 40,000 deaths". The logistics industry is acutely aware of the contribution HGV's have towards this damning statistic, and the growing concern from the public, their customers and Government alike have for protecting the environment. As a consequence, gas operated HGVs are rapidly being adopted by logistics operators who realise the potential they offer as a cleaner fuel which can contribute to lowering carbon emissions, as well as significantly reducing these harmful NOx and particulate matter emissions thus helping to improve overall air quality.

2.9 The government themselves renewed their commitment to natural gas as the only suitable low emission alternative fuel for HGV's, by extending the duty differential, initially intended to be in place to 2024, to 2032 last year.

2.10 Some of the occupiers at EMG are already moving toward a gas fuelled HGV fleet, whilst many HGV manufacturers are now delivering new fleets comprised entirely of gas fuelled vehicles.

2.11 In this context, the proposals submitted under this application will make an extremely positive contribution to EMG, including:

- The Natural Gas Refuelling Station will allow logistics firms who already operate (or are transitioning to) gas fleets to fuel onsite at EMG. There are currently no alternative gas fuelling locations nearby.
- The proposal could encourage those operators who have not yet considered gas as a fuel option to make this change.
- The delivery of a gas fuelling station could make the EMG development as a whole even more attractive to logistics firms who are eager to deliver on sustainability objectives.

Station Design

2.12 The design of the station is very similar to a standard fuelling station, with up to 8 fuel dispensers providing capacity for up to 8 HGVs to fuel adjacently.

2.13 The site design has evolved to ensure ease of movement throughout the site and to avoid conflict between movements, such as pedestrians and HGVs, wherever possible.

2.14 The application site is comprised mostly of hardstanding, as would be expected and is the standard practice for fuelling stations. However, there is some landscaping proposed to soften the edges of the fuelling station plot. All landscaping will be designed to seek to ensure that it prevents attracting birds to the site, which is a requirement of the adjacent (to the EMG site) East Midlands Airport.

2.15 Gasrec have positively and proactively engaged with EMA, in advance of the planning application submission. EMA have confirmed that they have no objections, in principle, to the proposed scheme.

2.16 The Natural Gas Refuelling Station will be capable of dispensing two products; liquid natural gas (LNG) or compressed natural gas (CNG). Gas HGVs have either LNG tanks or CNG tanks on board.

2.17 The forecourt will be hardstanding, with the vast majority of the forecourt areas will be covered by canopies. The canopies will be supported by steel columns and will have a flat facia to accommodate Gasrec's logo. The underside of the canopy will be covered in a white liner tray.

2.18 The canopy for the main forecourt area will have a clear height to the canopy underside of 6m. Adjacent to the canopy is a secure fenced compound enclosure for the fuel storage tanks, pumping and other ancillary equipment such as liquefaction units, liquid vaporisers and control rooms for electrical and control systems. The entire application area, including the secure compound and the proposed access works on the EMG spine road covers 1.264 hectares. The Station plot itself (excluding the proposed access works) covers 0.619 hectares and contains up to 3 vertical storage tanks for Liquid Natural Gas (LNG) and up to 12 bottle-bank storage units for Compressed Natural Gas (CNG). The LNG tanks each have a 30 tonne capacity and each have an overall height of 18.5 m. The CNG bottle banks will have up to 6 tonnes combined total capacity and are stacked in packs of circa 3m overall height. The compound also includes smaller process equipment.

2.19 The vertical LNG tanks supplying the pumps will stand adjacent to the forecourt area, at 18.5m high (including standing plinth). The DCO restricts heights in Zone B to 10m. Consequently, a Landscape and Visual Appraisal is submitted in support of this application which appraises the potential visual impact of the scheme.

2.20 The example station image below demonstrates how the site will look upon completion.

Example Natural Gas Refuelling Station Image

Phasing of Delivery

2.21 Several of the component parts of the construction of the station necessarily have long lead-in times. Therefore, in order to ensure that the opportunity for operators to refuel gas powered HGVs at East Midlands Gateway is delivered as quickly as possible, the station will be developed in three distinct phases.

2.22 The first phase will see the provision of the hardstanding, the creation of the secure compound and the erection of the fuelling islands and canopy for the main part of the permanent facility

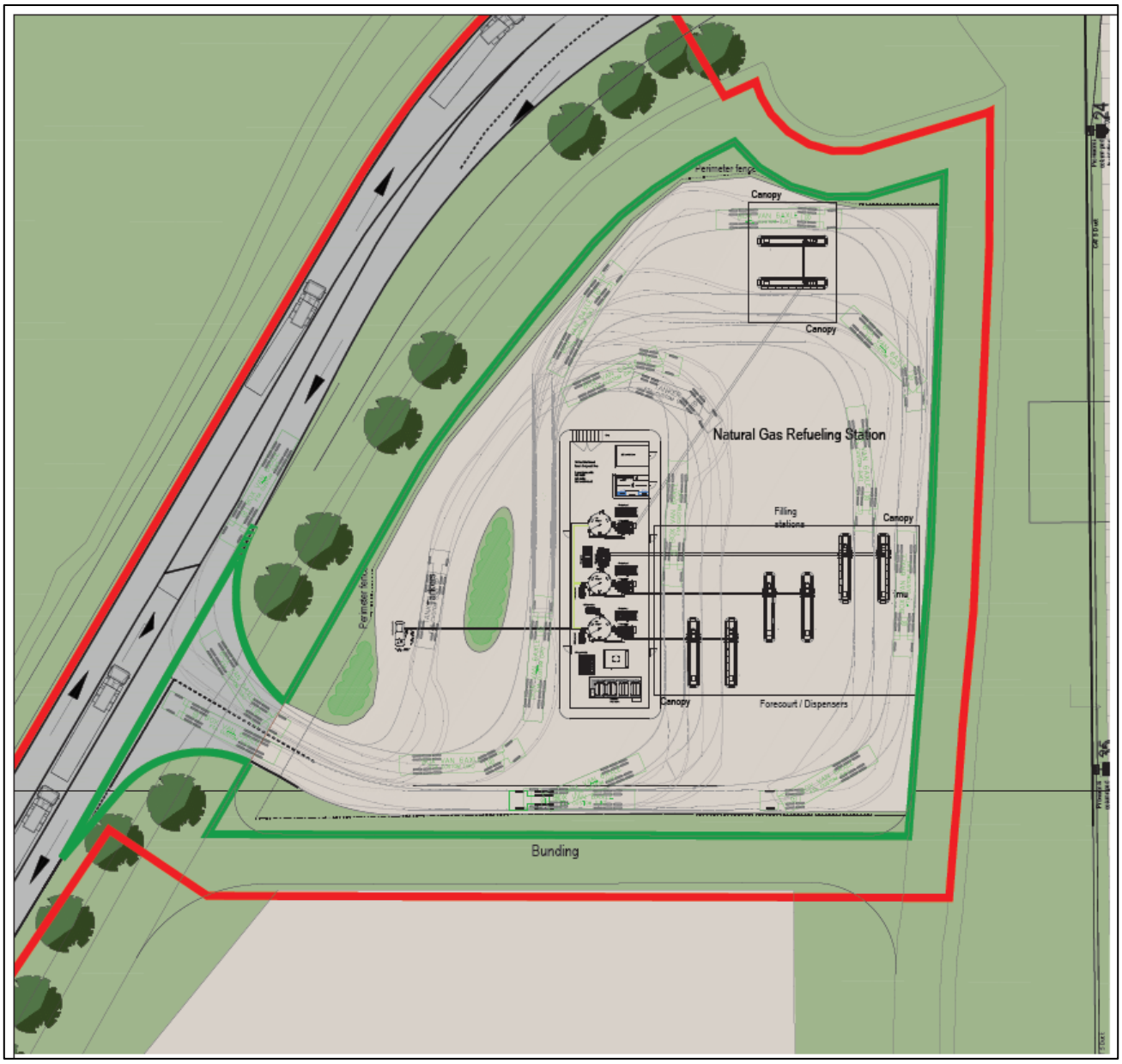
(outwith tanks, pumps).This will be followed immediately by the installation of a temporary refuelling facility, known as a skidded Mobile Refuelling Unit (MRU) and vertical tank in the northernmost section of the application site.

2.23 The second phase will see the construction of the main permanent facility, whilst the MRU is operational. This phase will accommodate the erection inter alia of 2 vertical fuel storage tanks and the delivery of 4 natural gas fuel dispensers.

2.24 The third phase of the scheme will see the erection of a third vertical fuel storage tank, combined with the removal of the MRU and vertical tank, which will be replaced by up to 2 additional permanent natural gas fuel dispensers.

2.25 The Site Plan overleaf shows the final scheme, once the Natural Gas Refuelling Station is fully operational.

<u>Completed Natural Gas Refuelling Station</u>



2.26 For completeness, this Planning Statement and all of the application supporting documents have been prepared to consider and assess the impacts of the station once fully operational.

2.27 The full details for the phasing of the delivery are set out in the Design and Access Statement submitted in support of this application.

Transport Considerations

2.28 The application will require an additional access onto the internal EMG spine road. As such a Transport Statement is included in this submission which appraises the capacity for the proposed access and the impact that it will have on the surrounding highway network.

2.29 Importantly, the gas HGVs are not materially adding to the number of HGVs on the road; they are replacing diesel HGVs. Equally, the station at EMG is proposed to be delivered for the operators at EMG and will not be sign posted from the surrounding strategic road network, signage will be within EMG only. As such the proposal will not create significant additional trips to the EMG site, but instead forms part of the movements already generated by EMG.

2.30 Notwithstanding, a Transport Statement is also submitted in support of this application, which assesses the potential impacts of the proposal when fully operational.

EMG DCO Context

2.31 Although the proposal is submitted as a Full planning application, it will accord with the Requirements and Obligations set out in the DCO and, consequently, could be controlled through Conditions which reflect these requirements. In this regard, to ensure that the application correlates with the DCO any consent would be controlled so that:

- Development accords with the site wide Travel Plan (Requirement 3 of the DCO).
- Details submitted in this application address the criteria set out in Requirement 6, Part 2, of the DCO.
- Details accord with the approach to landscape, ecology, earthworks and drainage (Requirements 8, 9, 10, 12, 13, 16, 17, 18 and 19).
- The DCO Requirements which seek to control matters with relation to construction hours, noise and contamination are complied with (Requirements 20, 21, 22, 24 and 25 of the DCO).
- The approach to Construction Management accords with the site wide Construction Management Framework (Requirement 11 of the DCO).
- Details for lighting accords with the approach required by Requirement 14 of the DCO.

3.0 PLANNING POLICY

3.1 National planning policy is set by the National Planning Policy Framework (NPPF). The NPPF seeks to promote sustainable development, in order to meet the development needs of the Country. The 'presumption in favour of sustainable development' lies at the heart of the NPPF and, as described at paragraph 11, should be applied to plan-making and decision taking.

3.2 The NPPF states that there are three dimensions to sustainable development:

- An economic role, ensuring sufficient land of the right type is available, in the right place, at the right time, to support growth and to help build a strong, responsive and competitive economy;
- a social role, supporting strong, vibrant and healthy communities; and
- an environmental role, to enhance the natural environment.

3.3 For decision taking paragraph 11 explains that the presumption in favour of sustainable development means approving proposals without delay, which accord with the Development Plan.

3.4 The Government is committed to securing economic growth in order to create jobs and prosperity whilst meeting the challenges of mitigating and adapting to climate change and of moving to a low carbon future.

3.5 With regard to decision making, paragraph 38 states that Local Planning Authorities should *"approach decisions on proposed developments in a positive and creative way…..and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible."*

3.6 Section 6 deals with building a strong, competitive economy confirming the need to support economic growth through the planning system. It states that this objective should be given significant weight *"taking into account both local business needs and wider opportunities for development."* Paragraph 80 goes on to state:

> *"The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential."*

3.7 To further emphasise the need to support the economy, paragraph 82 states:

> *"Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for*

the storage and distribution operations at a variety of scales and in suitably accessible locations."

3.8 Section 9 deals with promoting sustainable transport. It states at paragraph 104 that planning policies should, inter alia, *"provide for any large scale transport facilities that need to be located in the area"*. The associated footnote identifies that such facilities include interchanges for rail freight.

3.9 The need to meet the challenge of climate change is dealt with through Section 14 of the NPPF. At paragraph 148, the NPPF states that the planning system should support the transition to a low carbon future.

National Planning Practice Guidance

3.10 The National Planning Practice Guidance (NPPG) is an online based Government guidance. Following a period of public consultation it was launched in March 2014. It replaces and consolidates 7,000 pages of previous planning guidance on a range of topics including flood risk, heritage and design. The NPPG provides supplementary and supporting context for the NPPF and should therefore be read in conjunction with the NPPF.

3.11 The NPPG also provides general procedural guidance on matters including the use of planning conditions and obligations as well as on planning appeals. The document provides guidance on issues of prejudice and prematurity alongside providing detailed technical guidance for both authorities and applicants on the production of planning studies, such as housing and economic land availability assessments.

Local Planning Policy

3.12 North West Leicestershire District Council adopted their Local Plan in November 2017. The Local Plan is supportive of the EMG scheme.

3.13 Indeed, EMG is mentioned as an element of the 'East Midlands Enterprise Gateway' which is a central component of the Council's Vision for the District over the Plan period (2011-2031) and which is anticipated to become a key destination in its own right.

3.14 Policy Ec1 states that permission will be granted for the scheme and that, should the permission lapse, the Council would be supportive of the renewal through the Nationally Significant Infrastructure Project process or equivalent.

3.15 In this context the EMG site is reserved for this form of employment use and consequently this planning application accords with the local planning policy of relevance.

3.16 With regard to other policies of relevance to this application, Policy D1 has regard to the design of new development. The Policy states that the Council will support proposed development which is well designed, requiring that all new development proposals should offer a good standard of design as minimum.

3.17 For non-residential floorspace this means, positively addressing North West Leicestershire's Place Making principles, which include, inter alia, being responsive to context and ensuring architectural quality.

3.18 Policy Ec5 deals with safeguarding East Midlands Airport. The safeguarding measures proposed through the Policy are largely reflected and duplicated through the EMG Safeguarding requirements of the DCO. They include requirements such as seeking to ensure that landscaping within development sites in close proximity to the airport minimise the potential to attract birds.

Other Material Considerations

3.19 The Government has issued a number of statements which are supportive of SRFIs and in November 2011 they issued the Strategic Rail Freight Policy Guidance which sets out the Government's approach to SRFIs.

3.20 As noted previously and elsewhere in the application documentation, this planning application is on land within the EMG scheme, which was granted consent through a DCO in January 2016.

3.21 In the context of the EMG DCO the application site benefits from consent for a building and therefore this application simply seeks approval for the design and form of the building station.

4.0 APPRAISAL OF THE APPLICATION

4.1 This section of the Planning Statement appraises the application against the relevant policies and considers the application in the context of the EMG DCO.

National and Local Policies – Sustainable Development

4.2 National and local planning policy is explicitly encouraging of sustainable development. As part of this drive Government seeks to encourage a low carbon future which is supported by the use of sustainable modes of transport. The transfer of the movement of goods from road to rail is a key part of this drive and proposals for rail freight interchanges are supported through paragraph 31 of the NPPF and subsequent Planning Policy Statements. The principle of the EMG SRFI is further specifically supported in North West Leicestershire District Council's emerging Local Plan.

4.3 A DCO has been granted for the EMG scheme and the unit subject to this application is a key element in the continuing development of EMG. In this regard the principle of this form of development has already been established at this location and the SRFI benefits from consent for development. Therefore, the specific issues that the appraisal of this application needs to consider are the acceptability of the building design; the landscape and visual impact of the proposed building; and how the application conforms to the DCO.

4.4 The proposal fits within the wider sustainability objectives for EMG insofar as it helps to ensure that the HGVs that are necessarily required at EMG are, wherever possible, more sustainable and will help contribute to a low carbon future, through reducing the number of diesel vehicles on the road.

4.5 With a fuelling station located at the EMG development site, Gasrec will be working to encourage other operators within EMG to transition to a low emission gas vehicle HGV fleet.

Station Design

4.6 The details of the station design are set out in the accompanying plans and reports submitted with this application and specifically in the Design and Access Statement.

4.7 A comprehensive description of the proposal is also provided in Section 2 of this Planning Statement. As described in Section 2, the station is designed primarily with its function in mind and in this context, the development will be laid out to ensure that it is easily identifiable and navigable.

4.8 The orientation of the station within the site has been specifically chosen to ensure ease of movement through the site, to avoid conflict between movements, such as pedestrians and HGVs and is positioned appropriately with regard to the other occupants of the site.

4.9 The surrounding context for the station will be the SRFI, with the immediate context provided specifically by the Rail Terminal itself and the Intermodal area.

4.10 The station is therefore in keeping with the surrounding SRFI context and provides an opportunity to further improve the sustainability credentials of the EMG site with regard to the transition to a low carbon future.

Landscape and Visual Appraisal

4.11 In order to assess the potential visual impact of the station a Landscape and Visual Appraisal (LVA) has been undertaken and is submitted in support of this application.

4.12 It assesses the landscape and the visual effects of the proposals on key receptors. The LVA utilises, as a starting point, the Landscape and Visual Assessment work undertaken, and found sound, in support of the East Midlands Gateway DCO application.

4.13 The LVA concludes that delivery of the Natural Gas Refuelling Station will not result in any material change to the landscape effects as previously assessed and described in assessments undertaken for the consented EMG development.

4.14 With regard to the visual effects, the LVA concludes that the proposal will be effectively concealed to the west and north west and from beyond the EMG site to the south.

Traffic Impacts

4.15 A Transport Statement has also been submitted in support of this planning application.

4.16 The Transport Statement concludes that safe and suitable access is achievable for the proposed development and that the scheme would not have a significant impact of the highway network.

Details Relating to the Development Consent Order

4.17 As described elsewhere in this Planning Statement and throughout the application documentation, this planning application is made because the proposed fuelling station is outside of the EMG DCO. However, the DCO sets the context for the proposal and it is this established context against which the application should be appraised.

4.18 In this regard, it is envisaged that any Conditions attached to a planning consent would have regard to the DCO Requirements.

4.19 Therefore, included in the application documents are some of the required details to ensure that the application conforms to the DCO Requirements. Set out below are the relevant DCO Requirements and what has been included to comply with these. We have also set out the detail which will be submitted, in line with the DCO, and can be conditioned in any planning permission and/or obligated through a Section 106 Agreement to ensure that the development complies with all the necessary aspects of the DCO.

4.20 The details submitted in support of this planning application accord with the EMG site wide approach in terms of landscape, ecology, earthworks and drainage, which are dealt with through Requirements 8, 9, 10, 12, 13, 16, 18 and 19 of the DCO. These Requirements have

already been approved and therefore the supporting documents for this planning application are specific to the station design and plot specific details.

4.21 The DCO also contains Requirements which seek to control construction hours, noise and contamination (Requirements, 20, 21, 22, 24 and 25 of the DCO). Controlling Conditions requiring conformity to these Requirements, or reflecting the detail contained in these Requirements, could be included in any planning permission granted for the proposed station.

4.22 A site wide Travel Plan for EMG has been approved as part of the DCO. Requirement 3 seeks to ensure that it is adhered to throughout the development. As the station will not have permanent staff located onsite, it is not anticipated that a Travel Plan will be required for the proposal.

4.23 Detail for the DCO Requirement 6 (Part 2) is approved under Requirement 7 of the DCO. The information required includes:

- Vehicle circulation routes;
- hard landscaping, cycle track, footpaths, bridleways;
- surface and foul water drainage;
- bicycle, motorcycle and vehicle parking;
- built development design (including external materials and sustainable energy measures) and layout;
- site levels and finished floor levels;
- roads;
- fuelling and maintenance areas;
- weighbridges;
- gatehouses;
- fencing, walls and other means of enclosure;
- substations; and
- footpath specification.

4.24 The above details are included in the application plans and drawings submitted in support of this application.

4.25 Requirement 8 deals with landscaping. The landscaping details for the wider EMG scheme are approved through the DCO and in this context Requirement 8 seeks the individual ‘on plot’ landscaping. The landscaping scheme is provided as part of the application documentation

and accords with the site wide landscaping proposals. It has been designed to help ensure that it prevents attracting birds to the site, as is required by the East Midlands Airport.

4.26 Requirement 11 necessitates the provision of a Construction Environmental Management Plan (CEMP). This is required to be in conformity with the site wide CEMP, which is already approved and established. The plot specific CEMP will be designed upon receipt of planning permission and following the instruction of a contractor to undertake the development. The CEMP will be designed having regard to and in accordance with the approved site wide CEMP. However, any planning permission granted for the application site could include a pre-commencement Condition to this effect.

4.27 Requirement 14 has regard to the plot specific external lighting scheme. This is provided as part of this application submission and has been developed having regard to this Requirement.

4.28 Requirement 17 has regard to surface water drainage and requires that a plot specific surface water drainage scheme is provided. The drainage details submitted in support of this planning application have been produced in accordance with Requirement 17 of the DCO.

4.29 Construction hours and noise are dealt with through the DCO Requirements 20 and 21. As set out above, these are controlling Requirements which could be conditioned as part of a planning permission.

4.30 Notwithstanding, operational noise is dealt with through Requirement 22 of the DCO, which requires that details will be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use. As the station will not have a use which generates noise, such as the warehouses do, it is not anticipated that a Noise Report will be required for the proposal; the Station itself does not generate noise which will be perceptible above the noise generated within the wider East Midlands Gateway development.

5.0 CONCLUSIONS

5.1 This Planning Statement is submitted in support of a planning application for a gas fuelling station within Zone B of the EMG scheme. The EMG scheme benefits from a DCO which was granted in January 2016.

5.2 EMG is the newest SRFI in the UK and Gasrec have recognised the opportunity presented by the scheme to deliver a gas fuelling station, for the benefit of the occupiers operating from the development.

5.3 One of the key ambitions of the EMG SRFI is to aid in the modal shift for goods deliveries from road to rail. However, there will still necessarily be HGVs which will be required to operate within the EMG site itself and in delivering goods from EMG onwards, to their final destinations.

5.4 The logistics industry is acutely aware of the growing concern from their customers and Government alike for protecting the environment and the consequent drive for a low carbon future. As such, gas operated HGVs are being adopted by logistics operators who realise the potential they offer as a cleaner fuel which can contribute to lowering carbon emissions and improving local air quality.

5.5 This planning application is made because the proposed fuelling station is outside of the EMG DCO. However, the DCO sets the context for the proposal and it is this established context against which the application should be appraised.

5.6 The DCO sets the maximum building height within this area of the site at 10m; however, the proposed tanks for the fuelling station (including standing plinth) extend to18.5m. In order to assess this additional height a Landscape and Visual Appraisal has been undertaken which demonstrates that the proposal will have no material impact on the previously assessed and consented impacts of the wider EMG scheme.

5.7 The Transport Statement submitted in support of this application identifies that safe access can be gained to the development and that the proposal will not have a significant impact on the operation of the strategic road network.

5.8 The EMG scheme is underway. The first 4 warehouse units are nearing completion and site earthworks, including for the application site, to form the necessary plateaus and bunds currently ongoing.

5.9 The proposed development accords with the site wide approach to landscape, ecology, earthworks and drainage.

5.10 Construction hours, noise and contamination are dealt with through controlling Requirements of the DCO. The station will be constructed in accordance with these controls; however, Conditions ensuring this could be attached to any planning permission for the site.

5.11 Plot specific details are submitted in support of this planning application to ensure the acceptability of the station design; the acceptability of the landscape and visual impact of the

scheme; the acceptability of the traffic impacts of the scheme; and to help ensure that the application accords with the DCO.

5.12 This Planning Statement has appraised the submitted detail in the context of the DCO and provides suggestions as to how the Requirements could be met through the use of planning Conditions and/or Section 106 Agreement obligations.

5.13 In this overall context, the proposals submitted under this application will make a positive contribution to the EMG development.