

<p>Reference: 16/01574/FUL</p>	<p>Site: C.Ro Ports London Ltd Purfleet Thames Terminal London Road Purfleet RM19 1SD</p>
<p>Ward: West Thurrock and South Stifford</p>	<p>Proposal: Demolition of existing structures and construction of new roundabout and highway works at Stonehouse Corner/London Road, new secure site entrance and exit facilities, along with landscaping, drainage and associated works.</p>

Plan Number(s):		
<u>Reference</u>	<u>Name</u>	<u>Received</u>
C116039-TG-00-XX-DR-C-0015 Rev. P5	Proposed Roundabout Works Site Location Plan	17.11.16
C116039-TG-00-XX-DR-C-0016 Rev. P4	Proposed Roundabout Works Existing Site Layout Plan	17.11.16
C116039-TG-00-XX-DR-C-8000 Rev. P3	Proposed Roundabout Works Existing Key Plan	17.11.16
C116039-TG-00-XX-DR-C-8001 Rev. P3	Proposed Roundabout Works Existing Layout Plan Sheet 1 of 2	17.11.16
C116039-TG-00-XX-DR-C-8002 Rev. P2	Proposed Roundabout Works Existing Layout Plan Sheet 2 of 2	17.11.16
C116039-TG-00-XX-DR-C-8003 Rev. P1	Proposed Roundabout Works Existing Cross Sections Sheet 1 of 2	17.11.16
C116039-TG-00-XX-DR-C-8004 Rev. P1	Proposed Roundabout Works Existing Cross Sections Sheet 2 of 2	17.11.16
C116039-TG-00-XX-DR-C-8050 Rev. P5	Proposed Roundabout Works Key Plan and Proposed Layout	17.11.16
C116039-TG-00-XX-DR-C-8051 Rev. P5	Proposed Roundabout Works Layout Plan Sheet 1 of 2	17.11.16
C116039-TG-00-XX-DR-C-8052 Rev. P4	Proposed Roundabout Works Layout Plan Sheet 2 of 2	17.11.16
C116039-TG-00-XX-DR-C-8053 Rev. P3	Proposed Roundabout Works Typical Cross Sections Sheet 1 of 4	17.11.16
C116039-TG-00-XX-DR-C-8054 Rev. P4	Proposed Roundabout Works Typical Cross Sections Sheet 2 of 4	17.11.16
C116039-TG-00-XX-DR-C-8055 Rev. P5	Proposed Roundabout Works Typical Cross Sections Sheet 3 of 4	17.11.16
C116039-TG-00-XX-DR-C-	Proposed Roundabout Works Typical	17.11.16

8056 Rev. P4	Cross Sections Sheet 4 of 4	
5394_SK018	Lighting Strategy - Roundabout	17.11.16
5394_SK020	Landscape Treatment - Roundabout	17.11.16

The application is also accompanied by:

- Cultural Heritage Impact Assessment;
- Design & Access Statement;
- Environmental Statement with technical appendices with the following chapter headings
 - Introduction
 - EIA Methodology
 - Alternative sites and design iterations
 - Project description
 - Traffic and transport impact assessment
 - Air quality
 - Noise and vibration
 - Water resources
 - Ground conditions
 - Other environmental considerations
 - Cumulative assessment
 - Summary of mitigation measures
- Environmental Statement Non-Technical Summary;
- Planning Statement;
- Site Waste Management Plan;
- Statement of Community Involvement;
- Transport Statement;
- Waste Assessment Report; and
- Waste Hierarchy Report.

Applicant:

Mr Joost Rubens
Purfleet Real Estate Ltd.

Validated:

23 November 2016

Date of expiry:

30 April 2017

(Extension of time requested)

Recommendation: Grant planning permission subject to conditions

1.0 BACKGROUND

- 1.1 By way of background information, this application is one of four planning applications submitted for consideration in November and December 2016. These applications are:
- 16/01582/FUL Demolition of existing structures and construction of new internal access roads, structures (including bridge over railway) and railways, along with landscaping, drainage and associated works.
 - 16/01601/FUL Demolition of the existing downstream jetty and demolition of the out-of-service part of the existing upstream jetty. Construction of a new replacement downstream jetty.
 - 16/01698/FUL Full planning permission for the demolition of existing buildings and structures and the erection of new buildings, structures, port infrastructure (including road, railways, tracks, gantries and surfacing) landscaping, drainage, and other ancillary works in association with continued use of the port for the storage and transfer of trailers, containers and cars, including the erection of a car storage building on the former Paper Mills land, a workshop in South Park, and a new areas of open storage and transfer trailers, containers and cars on land at Purfleet Farm and south of the railway line. Outline planning permission for the expansion of the existing Pre-Delivery Inspection Building.
- 1.2 Application reference 16/01601/FUL proposes works to existing jetties on the site's river frontage and, as the associated application site only involves land on the seaward side of the tidal defences, this submission can be treated as, to a degree, separate from the other three applications (involving the landward side of the tidal defence). Consequently application ref. 16/01601/FUL will be determined under delegated powers. The remaining three submissions (16/01574/FUL / 16/01582/FUL / 16/01698/FUL) are related and the red-line application site boundaries in part overlap. Despite this overlap, there are contractual reasons why the applicant has made three separate submissions. These related applications are for development requiring assessment under the Environmental Impact Assessment (EIA) Regulations and Environmental Statements accompany the submissions.
- 1.3 The applications involve land within and adjacent to the Purfleet Thames Terminal (PTT) which is owned by Purfleet Real Estate and operated by C.RO Ports London Ltd. The existing PTT site extends to approximately 42 Ha in area and handles approximately 400,000 trailers and containers and the import / export of some 200,000 vehicles annually. The terminal is served by a roll-on roll-off (RO-RO) jetty

which can accommodate two vessels. The terminal is served by sailings to and from Rotterdam and Zeebrugge.

- 1.4 C.RO Ports also operate from a terminal at Dartford downstream of the QEII Bridge. However, the applicant suggests that in the future the PTT site will be the main focus of future operations on the River Thames.
- 1.5 Historic Ordnance Survey mapping suggests that the PTT site was originally developed after the First World War as the 'Purfleet Wharf & Saw Mill' south of the railway line. This site was served by a pier on the Thames and a number of railway sidings within the site. After the Second World War the site was known as 'Purfleet Deep Wharf', with land at 'North Park' south of Jarrah Cottages used as an oil storage depot. By the 1970's further jetties had been developed on the river frontage and land immediately south of Jarrah Cottages was used as a transport depot. The oil storage use on North Park ceased during the 1980's, with the entire PTT site operated by C.RO Ports since 1992.

2.0 DESCRIPTION OF PROPOSAL

- 2.1 In summary, the proposals involve new access arrangements for the PTT site comprising a new roundabout on London Road, secure entrance and exit facilities and associated landscaping and drainage works. The main elements of the proposals are described below.
- 2.2 New four-arm roundabout – the proposals involve a new 'London Road roundabout' junction to be located approximately 140m (centre to centre) to the south-west of the existing Stonehouse Corner roundabout junction. The section of London Road between the existing and proposed junction would be effectively re-aligned via the provision of a new section of road, with the existing part of London Road (underneath the HS1 viaduct) stopped-up to vehicles, but still available as a pedestrian route. The new section of road between Stonehouse Corner and the new junction would be dual lane, with the opposite carriageway comprising a left slip lane (onto the westbound A1090) and a single lane onto the Stonehouse junction. Travelling south-west, first arm of the roundabout would serve the Unilever site, via a re-alignment of Jurgen's Road. The second road arm would comprise a dedicated in / out access for the PTT site with the final arm linking into London Road (towards Purfleet).
- 2.3 PTT entrance & exit facilities – accessed from the PTT road arm the proposals include an entrance security gate complex for inbound vehicles. This complex involves three lanes for proposed customs control (scanners etc.) and six lanes and entrance gates for vehicles. On the northern (outbound) side of the gate complex would be two exit gates.

- 2.4 Associated landscaping, drainage and lighting – the proposals include a ‘masterplan’ for the provision of new soft landscaping adjacent to the new road and roundabout junction, as well as the retention of existing planting to the rear and east of Jarrah Cottages. The application site boundary accommodates a new carrier drain running south from the proposed security gate complex to discharge at an existing outfall on the river frontage. A lighting strategy drawing has been submitted showing a potential arrangement of new and replacement lighting in the form of 5m, 6m, 10m and 20m high columns to illuminate the new road junction and security gates.
- 2.5 Demolition of existing structures – the proposals would necessitate the demolition of a number of small ancillary buildings on the North Park site. Replacement security fencing is also indicated.

3.0 SITE DESCRIPTION

- 3.1 The site comprises an irregularly shaped parcel of land extending to 5.1 hectares in area and generally located to the south of Jarrah Cottages (London Road) and south-west of the Stonehouse Corner road junction. There are two components to the application site: firstly land to the rear (south) of Jarrah Cottages which forms the ‘North Park’ area of the Purfleet Thames Terminal (PTT) site; and secondly part of the currently open Purfleet Farm site located south-west of the London Road (A1090) / Purfleet Bypass (A1090) / Stonehouse Lane roundabout junction.

3.2 North Park site:

This is an area of the PTT site north of the Purfleet – Grays railway line and south of London Road which is used principally for the storage of new vehicles imported and exported via the terminal. The entire North Park area extends to approximately 8.5 Ha in area and the current proposals only involve land on the northern part of this area. The site is entirely hardsurfaced with lanes and bay marked-out for the storage of vehicles. The North Park site is floodlit and its boundaries are defined by secure fencing. Aside from the floodlighting columns and fencing, the site is open apart from a small number of buildings and structures. Access for vehicles into North Park is via the main terminal access road to the west, which links to London Road (to the north). An egress point for vehicle transporters is located on the eastern boundary of the site onto Jurgen’s Road. A strip of soft landscaping separates the North Park from the railway line to the south. As noted above the main port access road adjoins the site to the west, with Jurgen’s Road to the east. To the north-west of the site is Long Reach House, the office building for the terminal and its associated car parking. To the north of the site are residential properties at Jarrah Cottages (London Road). The rear gardens of these dwellings are separated from North Park by a rear access road serving the houses and a

landscaped area. Due to falling ground levels to the south, the landscaped area is raised above levels at the North Park site by some 2.7m.

3.3 Purfleet Farm site:

The remainder of the application site comprises the north-western corner of the Purfleet Farm area. Purfleet Farm is generally located south of London Road and east of Jurgen’s Road. This area has historically comprised open land but was recently used for purposes associated with the construction of the High Speed 1 railway line. This line passes through the site on a viaduct in a north-west to south-east alignment. Original ground levels were raised at Purfleet Farm as a result of these works and three raised platforms created above the height of low lying land to the south.

3.4 In the wider area surrounding the site residential uses and the High House Production Park are located to the north-west, with commercial uses to the north-east along London Road and Stonehouse Lane. To the east is the remainder of the Purfleet Farm site and the un-named road accessing the Purfleet aggregates terminal. The A282 and QEII Bridge is located further east. To the south of the site is the remainder of the PTT site alongside the Unilever Foods, Pura Foods and Aggregate Industries sites. To the west of the PTT site is the Esso Purfleet Terminal site.

4.0 RELEVANT HISTORY

4.1 The majority of the application site comprises land at the north-eastern corner of the Purfleet Thames Terminal (PTT) site and adjacent land to the east of the site forming part of Purfleet Farm. Both the PTT and Purfleet Farm sites have a long planning history, with the relevant elements summarised below:

PTT site (north-eastern part)		
Application Ref.	Description of Proposal	Decision
64/00808/OUT	Use of land for storage purposes with offices and maintenance workshop	Approved
64/00808A/REM	Office and storage building	Approved
64/00815/FUL	Extension of storage and transport facilities on applicants adjacent land	Refused
67/00852/OUT	Covered parking area and timekeeper’s office	Approved
67/00852A/REM	Vehicle Maintenance Shop, Offices and Amenity Block and Fencing on Northern Boundary. (Amended by letter dated 18 th May 1972)	Approved
69/00399/FUL	Covered parking area and timekeeper's office - Request for waiver of condition No. 4 on	Refused

	application THU/852/67.	
72/01574/FUL	Lorry Contractor Offices, Stores and Gate Office	Approved
83/01229/OUT	Use of land for industrial / warehousing - BP Oil Purfleet Terminal North Site	Approved
92/00002/LDC	Use of the site for the parking and storage of cars in transit. - Land adjacent to Long Reach House	
92/00676/FUL	Re-arrangement of parking layout, provision of lighting	Approved
93/00213/FUL	Resurfacing, fencing and lighting of the site and use for the parking and storage of cars in transit with trailers parking and ancillary buildings, together with the construction of a continuous landscaped mound behind Jarrah Cottages	Approved
93/00643/FUL	Use of the site for parking and storage of cars for a limited period of 6 months	Approved
94/00334/FUL	Use of existing parking area for care storage	Approved
98/00186/TBC	Construction of Purfleet Relief Road	Withdrawn
16/00877/SCO	Request for an Environmental Impact Assessment (EIA) Scoping Opinion: Proposed expansion of port facilities to increase capacity and improve operational efficiencies comprising (i) new primary site access in the form of a new roundabout at the London Road / Jurgen's Road junction (ii) secondary (optional) access onto London Road (iii) internal four lane bridge crossing the Purfleet Grays railway line (iv) new internal access road network (v) realignment of internal railroad tracks (vi) demolition / removal and replacement of existing berths and construction of new berths (vii) surface multi-purpose storage and multi-storey car decks (viii) new container yard equipment and (ix) new workshop, hanger and employees' facilities.	Advice Given
<u>Purfleet Farm site (western part)</u>		
62/00412/OUT	Use of land as sports field	Approved
63/00507/FUL	Industrial development	Refused
90/00030/FUL	Commercial development North site.	Withdrawn
98/00921/CTRL	Construction arrangements for West Thurrock	Approved

	viaduct package	
98/00922/CTRL	West Thurrock viaduct & associated earth works, noise barrier Oliver Road bridge, modifications to QE2 bridge, location of auto-transformer and associated works.	Approved
02/01367/CTRL	Mitigation and restoration.	Approved
07/01217/TTGOUT	Mixed use development of B2 {general industry} and B8 {storage and distribution}.	Approved
11/50431/TTGETL	Extension of time limit - Original application 07/01217/TTGOUT	Approved
14/00797/SCR	Environmental Impact Assessment Regulations Screening 2011 surface car storage at Purfleet farm adjacent to the Purfleet Thames Terminal. (site referred to as Site 1: 6.1ha Purfleet Farm)	EIA not required
14/01392/FUL	Use of part of land for vehicular storage for use in association with Purfleet Thames Terminal, formation of hardstanding, associated landscape and infrastructure works including erection of a gatehouse building, lighting columns, erection of fencing, drainage infrastructure including a surface water balancing pond, infill and alteration to levels, alterations to vehicular access to London Road.	Resolution to grant planning permission subject to s106
16/00947/CONDC	Application for approval of details reserved by condition nos. 12 (Archaeology) and 21 (Site Levels) of planning permission ref. 11/50431/TTGETL (Infilling and levelling of existing development platforms and mixed use development of up to 20,000 sq.m. Class B2 / B8 development).	Advice given
16/00953/SCR	Request for Environmental Impact Assessment (EIA) Screening Opinion: Proposed subsequent application for the approval of reserved matters following outline planning permission ref. 07/01217/TTGETL, as extended by 11/50431/TTGETL (Infilling and levelling of existing development platforms and mixed use development of up to 20,000 sq.m. Class B2 / B8 development).	EIA not required
16/00958/REM	Application for the approval of reserved matters (layout, scale, access (within the site),	Approved

	appearance, landscaping) following outline approval ref. 11/50431/TTGETL (Infilling and levelling of existing development platforms and mixed use development of up to 20,000 sq.m. Class B2 / B8 development) together with details to discharge condition no. 22 (ecological survey).	
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4.2 In addition to the planning history for the site set out above, the following recent applications are relevant to the wider PTT site:

14/01387/FUL	Use of part of the land for vehicular storage for use in association with Purfleet Thames Terminal, formation of hardstanding, associated infrastructure works including erection of lighting and CCTV columns, erection of fencing, drainage infrastructure on land at the former Exxon Mobil Lubricants site, London Road, Purfleet.	Approved
15/00268/FUL	Use of land for vehicular storage, formation of hardstanding and associated infrastructure works including erection of lighting and CCTV columns, erection of fencing, and drainage infrastructure on land at the former Paper Mills site, London Road, Purfleet.	Approved
16/00644/FUL	Construction of a private estate road on land to the east of Purfleet Thames Terminal, south of railway line.	Approved

5.0 CONSULTATIONS AND REPRESENTATIONS

5.1 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

5.2 PUBLICITY:

The application has been publicised by the display of site notices, a newspaper advertisement and consultation with neighbouring properties. The proposals have been advertised as a major development, accompanied by an Environmental Statement and affecting a public footpath.

5.3 Neighbour consultation letters have been sent to 55 surrounding properties. Five letters of representation have been received raising the following concerns:

- access to the site;
- additional traffic;
- increased pollution;
- increased noise;
- increased traffic congestion;
- effect on air quality;
- visual impact;
- proposals incompatible with the potential redevelopment of Purfleet Centre; and
- limited job opportunities.

5.4 The following consultation replies have been received:

5.5 ANGLIAN WATER:

No response received.

5.6 ENVIRONMENT AGENCY:

No objections. Detailed advice is offered on the matter of flood risk.

5.7 ESSEX COUNTY COUNCIL (ARCHAEOLOGY):

No objections, subject to planning conditions.

5.8 ESSEX FIRE & RESCUE:

No response received.

5.9 ESSEX & SUFFOLK WATER:

No objection, subject to a condition requiring connection to the company's network (N.B. such a planning condition would not meet the relevant tests).

5.10 HIGHWAYS AGENCY:

Offer no objection.

5.11 HIGH SPEED 1:

Request that planning conditions are attached to any grant of planning permission.

5.12 NATURAL ENGLAND:

Further information required (in relation to application reference 16/01601/FUL).

5.13 NETWORK RAIL:

No objections, subject to protection of Network Rail assets.

5.14 PORT OF LONDON AUTHORITY:

Note that the proposed access arrangements will improve existing port operations and, as such, the PLA supports the application.

5.15 PURFLEET VILLAGE FORUM:

The proposed access arrangement could be considered as a benefit to residents of Jarrah Cottages. In combination, the applicant's proposals will increase road traffic, with an effect on air quality and noise. The proposal will impact on visual amenity. The C.RO proposals may be prejudicial to the redevelopment of Purfleet Centre.

5.16 PURFLEET CENTRE REGENERATION LTD:

No response received.

5.17 EMERGENCY PLANNING OFFICER:

No objection, subject to a planning condition requiring a flood warning and evacuation plan.

5.18 ENVIRONMENTAL HEALTH:

Air Quality – (comments apply to all four current applications) it is agreed that the proposed new access and roundabout junction will improve air quality and lead to removal of HGV's from that section of London Road which passes through Air Quality Management Area (AQMA) 10. However, some of the submitted modelling is queried and a separate sensitivity analysis has been undertaken by the Environmental Health Officer (EHO). AQMA 10 (Jarrah Cottages) has existing air quality issues and Port activities have contributed greatly to this situation. Any further expansion of the Port will need a suitable new entrance which takes HGV's off London Road before it reaches AQMA 10. There are no objections to the proposed new site access and junction improvements on the basis that the

infrastructure works i.e. the new Port entrance and roundabout junction on London Road are completed before any major expansion of the Port's activities is undertaken. Failure to implement this proposal will adversely affect residential amenity and public health in terms of air quality should any of the other proposed developments go forward alone or in-combination without this road and access improvements being completed. Clearly the proposed developments can be implemented in parallel, but the road and access should be completed before any increase in operational activities which may arise as a result of the other applications.

Contaminated Land – the conclusions and recommendations within the submitted contaminated land assess are agreed, i.e. intrusive investigation and risk assessment.

Noise and Vibration - the Environmental Statement has comprehensively assessed the noise impact of the construction and operation phases of the proposed development. Noise mitigation for the construction works, by the implementation of best practicable means, should render the effects insignificant for local residents. Noise mitigation measures should be secured by planning condition.

Construction – subject to the implementation of measures within a management plan, the impact on receptors would be mitigated.

5.19 FLOOD RISK MANAGER:

Object on the grounds that the submitted Drainage Strategy is inadequate.

5.20 HIGHWAYS:

No objections, subject to conditions and s106 agreement – the proposal will reduce traffic on sections of London Road. However, delivery of the road infrastructure will need to be phased appropriately in relation to other proposals at the site. Standard planning conditions are requested.

5.21 LANDSCAPE & ECOLOGY ADVISOR:

No objection on landscape or ecology ground subject to conditions.

5.22 LISTED BUILDINGS & CONSERVATION ADVISOR:

No response received.

5.23 PUBLIC RIGHTS OF WAY:

No response received.

5.24 UK POWER NETWORKS:

No response received.

6.0 POLICY CONTEXT

6.1 National Planning Guidance

National Planning Policy Framework (NPPF)

The NPPF was published on 27th March 2012. Paragraph 13 of the Framework sets out a presumption in favour of sustainable development. Paragraph 196 of the Framework confirms the tests in s.38 (6) of the Planning and Compulsory Purchase Act 2004 and s.70 of the Town and Country Planning Act 1990 and that the Framework is a material consideration in planning decisions. Paragraph 197 states that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

The following headings and content of the NPPF are relevant to the consideration of the current proposals:

- Building a strong, competitive economy;
- Promoting sustainable transport;
- Requiring good design;
- Promoting healthy communities;
- Meeting the challenge of climate change, flooding and coastal change; and
- Conserving and enhancing the natural environment.

Planning Practice Guidance

In March 2014 the Department for Communities and Local Government (DCLG) launched its planning practice guidance web-based resource. This was accompanied by a Written Ministerial Statement which includes a list of the previous planning policy guidance documents cancelled when the NPPF was launched. PPG contains 48 subject areas, with each area containing several subtopics. Those of particular relevance to the determination of this planning application comprise:

- Air quality;

- Design;
- Determining a planning application;
- Environmental Impact Assessment;
- Flood risk and coastal change;
- Light pollution;
- Natural environment;
- Noise;
- Travel plans, transport assessments and statements; and
- Use of planning conditions.

6.2 Local Planning Policy

Thurrock Local Development Framework (2015)

The Council adopted the Core Strategy and Policies for the Management of Development Plan Document (as amended) in January 2015. The following Core Strategy policies apply to the proposals:

OSDP1: Promoting Sustainable Growth and Regeneration in Thurrock;

Spatial Policies:

- CSSP2 (Sustainable Employment Growth);

Thematic Policies:

- CSTP6: Strategic Employment Provision
- CSTP14 (Transport in the Thurrock Urban Area: Purfleet to Tilbury)
- CSTP17: Strategic Freight Movement and Access to Ports
- CSTP18: Green Infrastructure
- CSTP19 (Biodiversity)
- CSTP22 (Thurrock Design)
- CSTP25 (Addressing Climate Change)
- CSTP27 (Management and Reduction of Flood Risk)
- CSTP28 (River Thames)

Policies for the Management of Development:

- PMD1 (Minimising Pollution and Impacts on Amenity)
- PMD2 (Design and Layout)
- PMD7 (Biodiversity, Geological Conservation and Development)
- PMD9 (Road Network Hierarchy)
- PMD10 (Transport Assessments and Travel Plans)

- PMD15 (Flood Risk Assessment)

Focused Review of the LDF Core Strategy (2014)

This Review was commenced in late 2012 with the purpose to ensure that the Core Strategy and the process by which it was arrived at are not fundamentally at odds with the NPPF. There are instances where policies and supporting text are recommended for revision to ensure consistency with the NPPF. The Review was submitted to the Planning Inspectorate for independent examination in August 2013. An Examination in Public took place in April 2014. The Inspector concluded that the amendments were sound subject to recommended changes. The Core Strategy and Policies for Management of Development Focused Review: Consistency with National Planning Policy Framework Focused Review was adopted by Council on the 28th February 2015.

Draft Site Specific Allocations and Policies DPD

This Consultation Draft "Issues and Options" DPD was subject to consultation commencing during 2012. The Draft Site Specific Allocations DPD 'Further Issues and Options' was the subject of a further round of consultation during 2013. The Planning Inspectorate is advising local authorities not to continue to progress their Site Allocation Plans towards examination whether their previously adopted Core Strategy is no longer in compliance with the NPPF. This is the situation for the Borough.

Thurrock Core Strategy Position Statement and Approval for the Preparation of a New Local Plan for Thurrock

The above report was considered at the February 2014 meeting of the Cabinet. The report highlighted issues arising from growth targets, contextual changes, impacts of recent economic change on the delivery of new housing to meet the Borough's Housing Needs and ensuring consistency with Government Policy. The report questioned the ability of the Core Strategy Focused Review and the Core Strategy 'Broad Locations & Strategic Sites' to ensure that the Core Strategy is up-to-date and consistent with Government Policy and recommended the 'parking' of these processes in favour of a more wholesale review. Members resolved that the Council undertake a full review of Core Strategy and prepare a new Local Plan

Thurrock Local Plan

In February 2014 the Council embarked on the preparation of a new Local Plan for the Borough. Between February and April 2016 the Council consulted formally on an Issues and Options (Stage 1) document and simultaneously undertook a 'Call

for Sites' exercise. It is currently anticipated that consultation on an Issues and Options (Stage 2 Spatial Options and Sites) document will be undertaken in the summer of 2017.

7.0 ASSESSMENT

7.1 Procedure:

The development proposal is considered to be a development requiring Environmental Impact Assessment (EIA), therefore the application has been accompanied by an Environmental Statement (ES). The ES considers the environmental effects of the proposed development during construction and operation and includes measures to prevent, reduce or offset any significant adverse effects on the environment. The ES is accompanied by technical appendices. The contents of the ES comprise:

1. Introduction
2. EIA methodology;
3. Alternative sites and design iterations
4. Project description
5. Traffic and transport impact
6. Air quality
7. Noise and vibration
8. Water resources
9. Ground conditions
10. Other environmental considerations
11. Cumulative assessment
12. Summary of mitigation measures.

7.2 The Council has a statutory duty to consider environmental matters and an EIA is an important procedure for ensuring that the likely effects of new development are fully understood and fully taken into account before development proceeds. EIA is, therefore, an integral component of the planning process for significant developments. EIA leads to improved decision making by providing the development management process with better information. EIA not only helps to determine whether development should be permitted but also facilitates the drafting of planning conditions and legal agreements in order to control development, avoid or mitigate adverse effects and enhance beneficial effects. Therefore, it is vital that the environmental issues raised by the application are assessed in a robust and transparent manner.

7.3 In order to fulfil the requirements of the EIA Regulations it is necessary to ensure (a) that the Council has taken into account the environmental information

submitted, and (b) that any planning permission granted is consistent with the development which has been assessed. To achieve this second objective the Council has the ability to impose conditions and secure mitigation measures by Section 106 obligations.

7.4 The issues to be considered in this case are largely as set out in the submitted ES and comprise:

- I. Principle of the development
- II. Traffic and transport impact
- III. Impact on air quality
- IV. Noise and vibration
- V. Flood risk and drainage
- VI. Ground conditions
- VII. Other environmental considerations
- VIII. Cumulative impact

7.5 I. PRINCIPLE OF THE DEVELOPMENT

With reference to the Core Strategy Local Plan policies map, the vast majority of the application site is described as either land within 'Primary Industrial and Commercial Areas' or 'Land for New Development in Primary Areas'. That part of the site within North Park and the north-western corner of the Purfleet Farm site being allocated as 'Primary Industrial and Commercial Areas', with the remainder of the Purfleet Farm element of the site designated as 'Land for New Development in Primary Areas'. The part of the application site immediately adjacent to the Stonehouse Corner roundabout has no policy designation and partly comprises the adopted highway.

7.6 Core Strategy policies CSSP2 (Sustainable Employment Growth) and CSTP6 (Strategic Employment Provision) therefore apply to the vast majority of the site. Spatial policy CSSP2 defines the Borough's Key Strategic Economic Hubs and states that the Council will "*promote and support economic development in the Key Strategic Economic Hubs that seeks to expand upon their existing core sectors and/or provide opportunities in the growth sectors*". Purfleet is described as a Hub possessing the Core Sectors of storage, warehousing and freight transport. In referring to the Primary and Secondary Industrial and Commercial Areas, thematic policy CSTP6 safeguards land for employment uses. In general terms, the proposals would support the operation of the existing PTT site and consequently there is no conflict with these relevant Core Strategy policies.

7.7 Core Strategy policy CSTP28 (River Thames) is also considered to be partly relevant to the proposals. This policy recognises the role which the river and its

associated ports play in the economy and the policy generally promotes the economic and commercial function of the river.

7.8 The NPPF states that *“the purpose of the planning system is to contribute to the achievement of sustainable development”* (paragraph 6). The following paragraph of the Framework describes the three dimensions to sustainable development as including an economic role, as well as social and environmental roles. One of the core land-use planning principles described by paragraph 17 of the NPPF is that planning should *“proactively drive and support sustainable economic development to deliver the ... business and industrial units, infrastructure and thriving local places that the country needs”*. Under the heading of ‘Building a strong, competitive economy’ paragraph 19 of the NPPF notes that *“planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.”* Finally, under the heading of ‘Promoting sustainable transport’, paragraph 22 of the NPPF states that *“when planning for ports, airports and airfields that are not subject to a separate national policy statement, plans should take account of their growth and role in serving business ... needs”*.

7.9 As the proposals would improve access arrangements for the terminal, it is concluded under this heading that the land-use principle of the proposals are acceptable and would raise no conflict with local or national planning policies. Indeed, as the proposals would support the operational efficiency of the terminal, the NPPF strongly supports this economic role.

7.10 II. TRAFFIC AND TRANSPORT IMPACT

Baseline conditions:

The planning application is accompanied by a Transport Statement (TS) and the issue of traffic and transport impact forms a chapter within the submitted ES.

7.11 Currently the principal access into the PTT site is via the ‘Exxonmobil’ road located on the southern side of London Road in between Long Reach House and The Fleet public house. The TS notes that this access is used by:

- all HGVs associated with freight (trailers, containers and other cargo);
- staff and visitors associated with the Terminal;
- the departure of car to be stored at the C.RO Dartford site;
- the arrival of cars from the C.RO Dartford site for pre-delivery inspection (PDI); and
- the arrival of cars undergoing vehicle testing.

This road is not adopted and the route uses a private level crossing to access the ‘South Park’ area of the Terminal and the riverside berths.

7.12 The TS also highlights a secondary access for the Terminal onto Jurgen’s Road, on the eastern boundary of the PTT site. Jurgen’s Road, which provides access for the Unilever and Pura Foods sites via a level crossing, is a private road linking to London Road a short distance to the west of the HS1 viaduct. The PTT access onto Jurgen’s Road is used by the Terminal for:

- all car transporters associated with stored cars; and
- departure of cars undergoing testing.

7.13 According to the TS, cargo unloaded via the two berths is stored at the following locations with the following capacities:

<u>Cargo</u>	<u>Storage Location</u>	<u>Location Capacity (2016)</u>
Cars	Purfleet North Park	3,986
	Purfleet West Park	1,234
	C.RO Dartford	7,500
	Total	12,720
Trailers	Purfleet South Park	804
	Total	804
Containers	Purfleet RTG Stack	386
	Purfleet Container Storage	410
	Total	796

7.14 Some cars imported into Purfleet by river are therefore driven to C.RO Dartford for initial storage before returning to Purfleet for PDI and final delivery to customers. This activity involves a double-movement of vehicles on the highway network. Cars which are stored at North Park will move within the Terminal site for PDI at the West Park. Cars awaiting collection are also test-driven on local roads. Cars delivered from the Terminal are moved by transporters, each transporter having capacity for approximately 7 cars. Weekly records for the year 2016 show 716 average weekly two-way transporter movements. However during peak periods, such as new car registrations, this total increases. Weekly movements of freight to and from the Terminal are cited in the TS as 5,350 trailers, 5,406 containers and 306 other cargo.

7.15 The TS also highlights that planning applications have been recently granted permission, or resolved to grant permission, for further vehicle storage and Class B2 / B8 on land adjacent and close to the Terminal which is within the control of the applicant. These permissions have not been implemented, but if built would add the following storage capacity to the Terminal:

- 14/01392/FUL (land at Purfleet Farm) 2,280 car storage spaces;
- 14/01387/FUL (part of former Exxon Mobil lubricants plant) 1,652 car storage spaces
- 15/00268/FUL (part of former Board Mills site) 1,836 car storage spaces.

7.16 London Road as it passes through the centre of Purfleet, close to the railway station, is subject to a weight restriction. Therefore, HGV’s leaving the PTT site via the principal and secondary access routes are likely to turn right onto London Road in order to access the Stonehouse Corner roundabout and the A1090 / A13 / M25 beyond.

7.17 The development proposed by the current by the current application does not involve any additional employment generating floorspace (apart from the security gate kiosks) and does not increase the operational area of the Terminal. Therefore, the proposals do not inherently generate any material additional traffic movements. The TS includes highway capacity assessments which conclude that the proposed roundabout would operate within its design capacity with queues at less than one vehicle per arm during peak periods. Nevertheless, the ES considers the potential effects during the construction and operational phases as follows.

7.18 Construction Effects:

The ES predicts a construction phase for the roadworks lasting up to 8 months. The percentage increase attributed to construction HGV traffic, based on annual average daily traffic, is modelled as 1.1% on London Road (east of the site) and 0.8% on Stonehouse Lane. This temporary increase in HGV traffic flows is considered to be of negligible impact.

7.19 Operational Effects:

As noted above, the proposed roundabout and road access works will not themselves generate any additional traffic. However, the effect of moving the main Terminal to the east as proposed is modelled to result in the following net change of site traffic by access:

Net Change	A.M. Peak (0800-0900 hours)			P.M. Peak (1700-1800 hours)		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Main Access	-85	-83	-168	-66	-106	-172
Jurgen’s Road	-12	-19	-31	-6	-19	-25
New Site Access	98	102	200	84	114	198

7.20 The ES predicts a number of beneficial traffic and transportation impacts as a result of the proposals including a minor improvement in ease of access for pedestrians and cyclists as a result of the enhancement of routes and crossing facilities for those road users.

7.21 Mitigation:

The only measure suggested by the ES to mitigate the impact on traffic and transportation is a construction logistics plan to manage the routing and frequency of construction vehicles.

7.22 As the site is located close to the strategic road network (A13 and M25), Highways England have been consulted and offer no objection. In relation to the local road network, the Highways Officer notes that the proposals will be likely to result in a significant reduction in traffic on London Road Purfleet. Subject to certainty regarding the timing of delivery of the proposals (in the context of the other application currently under consideration) and standard planning conditions, no highways objections are raised.

7.23 III. IMPACT ON AIR QUALITY

Baseline conditions:

There are 16 designated Air Quality Management Areas (AQMAs) in Thurrock. For the purposes of assessing the impact on air quality, the ES considers a 350m buffer drawn around the site boundary. The existing and proposed AQMAs within this 350m radius study area are:

- AQMA 8 – hotel to west of jct. 31 of the M25 (NO₂ & PM₁₀)
- AQMA 9 - hotel to north of jct. 31 of the M25 (NO₂)
- AQMA 10 – Jarrah Cottages, London Road NO₂ & PM₁₀)
- AQMA 12 – Watts Wood estate, A1306 (NO₂)
- AQMA 21 – hotel on Stonehouse Lane (NO₂)
- AQMA to be declared on Purfleet Bypass

(NO₂ – Nitrogen Dioxide. PM₁₀ – Particulates)

7.24 The Council undertakes air quality monitoring using automatic analysing and diffusion tube methods. The results of annual mean NO₂ monitoring for locations close to the site between 2011 and 2015 are shown in the table below.

Location	Type	Monitored annual mean NO ₂ concentration (² g.m ⁻³)				
		2011	2012	2013	2014	2015
Jarrah Cottages	Automatic	62.00	63.00	63.00	62.00	56.00

Jarrah Cottages	Diffusion	47.03	52.51	58.84	57.39	53.43
Ibis Hotel, London Road	Diffusion	46.02	45.78	46.25	49.66	52.65
London Road Arterial Road	Diffusion	50.27	57.23	58.28	59.16	52.15
Purfleet Railway Station	Diffusion	31.88	35.71	35.26	35.08	33.50
Stonehouse Lane	Diffusion	40.50	42.49	41.38	-	-
London Road Arterial Road	Diffusion	30.46	34.26	33.93	35.12	32.81
London Road Arterial Road	Diffusion	28.62	31.55	30.00	32.96	27.73
Purfleet Bypass	Diffusion	41.96	41.11	40.69	38.51	37.00
Purfleet Bypass	Diffusion	-	-	-	36.06	32.93
London Road Arterial Road	Diffusion	-	44.52	44.51	43.87	38.10
London Road Arterial Road	Diffusion	-	39.35	38.79	40.11	33.87

The figures shown in bold within the table represent monitored annual mean NO₂ concentrations which exceed the air quality objective figure of 40²g.m⁻³. The exceedences in the table above can be attributed to traffic using busy routes in the area (London Road / A282 / A1090).

7.25 Construction impacts:

For the purposes of assessment the ES models potential impact on air quality at a number of sensitive receptor locations on London Road and Stonehouse Lane. During the construction of the development the ES considers impacts from both dust / particulates and construction vehicle traffic emissions. The risks to human health as a result of dust generated during construction (earthworks, construction activities etc.) are assessed as of low / negligible risk. Whereas the potential impact of dust soiling from earthworks and trackout is assessed as a medium / high risk. However, with the implementation of best practice dust control measures secured via a CEMP the residual impacts after mitigation are assessed as 'not significant'.

7.26 During the temporary construction phase the ES predicts an increase in heavy duty vehicles of up to 100 vehicles per day. In the context of a baseline scenario where there are up to 2,700 heavy duty vehicles per day on London Road, the ES considers that the impact of emissions from the additional vehicles for a temporary period would not be significant.

7.27 Operational impacts:

Modelling of air quality with the development in place (i.e. a relocation of the main Terminal access to the east) predicts a reduction in annual mean concentrations of NO₂ and particulates at all of the modelled receptor locations. This reduction is attributed to the re-routing of HGVs from the existing to the proposed access, which would substantially reduce vehicle movements on London Road. The effect on local air quality of the proposals is assessed to be of beneficial significance.

7.28 Comments received from the Environmental Health Officer (EHO):

“agree that the new proposed roundabout junction and new site access to the Port, will improve air quality and will ultimately lead to the removal of HGVs associated with the Purfleet Port from the London Road where it goes through AQMA 10 will lead to an overall improvement in air quality within this AQMA”.

However, the EHO notes that activities associated with the Terminal have contributed to poor air quality at AQMA 10. Therefore, any further expansion of the Terminal (as proposed by application ref. 16/01698/FUL) will need the proposed new entrance to take HGVs off London Road before they reach AQMA 10. Accordingly, the EHO has no objection to the proposed new site access and junction improvements, on the basis that the Terminal entrance and roundabout infrastructure are completed before any major expansion of the Ports activities is undertaken. Clearly the proposed developments (the current proposals and the works associated with 16/01582/FUL and 16/01698/FUL) can be implemented in parallel but the road and access should be completed before any increase in operational activities which may arise as a result of the other applications.

7.29 IV. NOISE AND VIBRATION

Baseline conditions:

The ES includes the results from a noise survey, using measurements recorded at locations along London Road, Purfleet Bypass and the A1306 Arterial Road. The noise climate at all of the survey stations is dominated by road traffic noise and noise associated with commercial and residential activity.

7.30 Construction impacts:

Based on a number of modelled receptor locations close to the site, the ES predicts that noise levels generated from construction operations do not exceed the identified threshold noise limits at any of the closest residential receptor location during the daytime and Saturday a.m. period, with the exception of during the site clearance phase. With regard to vibration associated with construction activity, modelling predicts that one receptor location close to the site will be impacted such that mitigation measures are warranted.

7.31 Operational Impacts – road traffic noise:

As a result of the re-routing of HGVs associated with the site access relocation, a number of modelled residential receptors on London Road are predicted to experience a reduction in road traffic noise. The difference in road traffic noise levels at other receptor locations as a result of the proposals is considered to be negligible. The ES also considers the operational noise impacts of the proposed entrance gate complex which would be located to the south of Jarrah Cottages. For both daytime and night-time hours noise impacts on these residential receptors would require mitigation.

7.32 Mitigation Measures:

During construction activities noise and vibration control measures are proposed, to be incorporated into a CEMP. In order to mitigate noise impact on residents at Jarrah Cottages during operation the ES proposes an acoustic fence to replace an existing fence which is located on the northern site boundary. With mitigation in place, the impact of operational noise is assessed as of no or low adverse significance.

7.33 In commenting on noise issues the EHO confirms that *“the ES has comprehensively assessed the noise impact of the construction and operation phases of the proposed development ... and has adequately determined the impacts of the development”*. It is considered that with the proposed mitigation measures in place and with the diversion of HGV road traffic from London Road, the development should result in a beneficial reduction in noise for the majority of local residents.

7.34 V. FLOOD RISK & DRAINAGE

The application is accompanied by a Flood Risk Assessment (FRA) and the issue of water resources forms a chapter within the ES. The majority of the application site south of London Road is located within the medium and high risk flood areas (Zones 2 and 3). The north-western extremity of the site immediately adjacent to the Stonehouse Corner roundabout is located within the low risk flood area (Zone 1). The Stonehouse Sewer, described by the Environment Agency as a ‘main river’ is a short distance from the site on the southern side of the railway line.

7.35 The risk of fluvial (river) flooding at the site from Stonehouse Sewer and the River Mardyke is considered by the FRA to be low. However, it is the risk of tidal flooding from the River Thames which places parts of the application site, and the wider Purfleet and West Thurrock area, within the higher flood risk zones. Nevertheless, the site benefits from existing tidal flood defences adjacent to the Thames foreshore which offer a 1 in 1,000 year event standard of protection. The actual risk of tidal flooding is low, though there is a residual risk flooding if the defences

were overtopped (by wave action) or if there was a breach event resulting from a failure of the tidal defence.

7.36 Sequential / Exception Test:

The general aim of national planning policy and guidance for flood risk is to steer new development to areas with the lowest probability of flooding, by applying the Sequential Test (where relevant). As noted above, the application site includes elements of all three flood risk classifications (low risk, medium risk and high risk). National PPG allocates new land uses / development to a 'flood risk vulnerability classification' in order to assess whether the uses / development are compatible with their flood zone. In this case, elements of the proposals fall within the 'essential infrastructure' classification (transport infrastructure), the 'less vulnerable' classification (security gate complex) and the 'water-compatible' classification (carrier drain).

7.37 Table 3 of PPG describes a flood risk vulnerability and flood zone compatibility matrix within which water-compatible development is compatible within all flood zones and less vulnerable development is compatible in Flood Zone 3a, subject to the Sequential Test. The transport infrastructure elements of the development located within the high risk flood zone are also subject to the Exception Test. The security gate complex and access would be located within the high risk flood zone. However, the gates and access are a functional element of the Terminal and are needed within the operational land of the Terminal. There are no other locations within the Terminal which are at a lower risk of flooding and accordingly it is considered that the Sequential Test is passed for the less vulnerable development proposed within the high risk flood area. Elements of the proposed road infrastructure are located within Zone 3a and are subject to the Exception Test. For this test to be passed it must be demonstrated that the development provides wider sustainability benefits which outweigh the flood risk and that the FRA demonstrates the development will be safe. It is considered that the proposed road infrastructure would provide sustainability benefits through improved air quality and an improved noise environment. The relocation of the site access would place access and egress arrangements for the Terminal closer to the low risk flood zone, assisting in the provision of safe access and escape routes. The submitted FRA notes that the existing flood plan for the Terminal will be updated and this matter can be secured through a planning condition. In these circumstances it is considered that the Exception Test for the proposed access infrastructure is passed.

7.38 The consultation response received from the Environment Agency raises no objection on flood risk grounds, but reminds the local planning authority to consider its responsibilities in applying the Sequential and Exception Tests. The Agency confirm that the site is protected from tidal flooding by existing defences, and that there are no concerns related to fluvial flooding from the Mardyke or Stonehouse

Sewer. The need for a flood evacuation plan is confirmed to ensure safety in the event of a breach of tidal defences.

7.39 Surface Water Drainage:

The Terminal Site has a number of existing surface water and highways drainage systems which ultimately discharge, via pumping stations and interceptors, to Stonehouse Sewer and the River Thames. The FRA includes a proposed high level drainage strategy which involves a number of discrete design solutions.

7.40 Essex County Council was appointed as the Lead Local Flood Authority's statutory consultee for Thurrock last year. The consultation response from the County Council objects and considers the the proposed surface water drainage strategy to be inadequate, with particular regard to highways drainage capacity, pumping stations capacity and water treatment. The FRA concedes that further information about the existing London Road highways drainage system and further details regarding the operation and capabilities if pumping stations are required. However, as the proposed drainage strategy is only a high level framework, it is considered that a planning condition can be used to require submission and approval of detailed surface water drainage arrangements.

7.41 VI. GROUND CONDITONS

Based on the history of the site it is clear that parts of the North Park have been used for 'heavy' industrial uses, including as an oil storage depot and transport depot. The Ground Conditions chapter of the ES considers that these former uses could have resulted in ground contamination (spillages etc.) as well as the possibility that the site has been contaminated through the movement of groundwater from nearby activities.

7.42 Ground investigation works associated with previous development proposals have been undertaken for parts of the site and have encountered potential contaminants, including hydrocarbons and metals. However, the ES concedes that there are large areas of the site where no ground contamination data is available.

7.43 The potential of ground contamination presents a risk to both human health and groundwater and the ES includes a conceptual site model to identify those risks during the construction and operational phases. A range of mitigation measures are proposed to manage these risks and, with the mitigation measures in place, the residual risks from ground contamination are assessed as either negligible or minor.

7.44 The consultation response received from the Council's EHO refers to the content of the submitted 'Land Quality Phase 1 Preliminary Risk Assessment'. The

recommendations within this assessment refer to the need for further intrusive investigation in order to corroborate existing data, investigate areas of the site not previously assessed and provide further clarification. The EHO agrees with these recommendations and a planning condition can be used to secure future ground investigation, sampling, risk assessment and remediation as necessary.

7.45 VII. OTHER ENVIRONMENTAL CONSIDERATIONS

Due to the nature of the application site the issues of landscape and visual impact and impact on ecology have been scoped-out of the ES, the likely impacts upon these receptors not being “significant”. However, under the heading of ‘Other Environmental Considerations’ these matters are addressed in the ES and in a separate ‘Ecology Report’.

7.46 Regarding landscape character, the application site is located in the wider ‘West Thurrock and Purfleet Urban Area’ as defined by the Thurrock Landscape Capacity Study (2005). The key characteristics of this area noted within the Study include “*a range of large commercial buildings and warehouses dominate the area. Closer to the River Thames, heavy industrial buildings associated with the Purfleet Thames Terminal (e.g. Esso) combine with the strong influence of associated utilities infrastructure*”. Within this landscape context there are no objections to the development. The proposals include new soft landscaping around the new roundabout and new tree and shrub planting, secured subject to condition, could enhance the visual appearance of this eastern entrance to Purfleet.

7.47 With regard to ecological interests, the majority of the application site comprises existing areas of hardurfaced car parking within the Terminal site which is of negligible ecological value. Part of the site includes the north-western corner of Purfleet Farm which has a habitat of neutral grassland, scrub vegetation and features of open mosaic habitat. The Landscape & Ecology advisor confirms that the development would not impact on the southern part of the Purfleet Farm site, which has the highest ecological value. Nevertheless, the proposals would result in the loss of a small area of grassland / scrub / ruderal habitat which provides some habitat for invertebrates and therefore requires mitigation. There is an existing requirement for ecological management of the southern part of the Purfleet Farm site (secured via previous planning permission) and the applicant has confirmed that the management provision will be put in place as part of the current application as a measure to compensate for the loss of the small area of habitat. Subject to a condition to this effect, no ecology objections are raised.

7.48 VIII. CUMULATIVE IMPACT

Schedule 4, Part 1(4) of the Environmental Impact Assessment Regulations (2011) requires an ES to include:

“a description of the likely significant effects of the development on the environment, which should cover the direct effects and any indirect, secondary, cumulative, short, medium and long-term, permanent and temporary, positive and negative effects of the development ...”

7.49 The Regulations do not provide a definition of what cumulative effects means. However, the European Commissions’ “Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions” (May 1999) refers to a definition of “cumulative impacts” as:

“Impacts that result from incremental changes caused by other past, present or reasonably foreseeable actions together with the project”

7.50 The ES submitted for this application includes a cumulative assessment which considers major development and infrastructure projects within a 1km radius of the site and “which have a reasonable prospect of coming forward before or at the same time” as the current proposals. Based on these criteria the ES considers those EIA developments with planning permission which are either under construction or have not yet commenced and those EIA developments where an application has been submitted and there is a resolution to grant planning permission.

7.51 The ES therefore considers the following list of projects:

Ref.	Site	Proposal	Status
11/50431/TTGETL	Purfleet Farm	Class B2 / B8 development	Permission granted – not implemented
11/50401/TTGOUT	Purfleet Centre	Mixed use redevelopment – residential, Use Classes A1 / A2 / A3 / A4 / A5 / B1 / B2 / B8 / D1 / D2, relocation of railway station etc.	Permission granted – not implemented
12/00337/OUT	Former Seaborne containers, Oliver Road	Class B1(c) / B2 / B8	Permission granted – development implemented
13/01231/FUL	Land east of Euclid Way,	Class A1 / A3 / A5 / D1 / D2 / C3 development	Permission granted – not

	south of West Thurrock Way		implemented
14/01387/FUL	Part of former Exxon site	Vehicle storage	Permission granted – not implemented
14/01392/FUL	Purfleet Farm	Vehicle storage	Permission granted – not implemented
15/00268/FUL	Part of former Paper Mills site	Vehicle storage	Permission granted – not implemented

7.52 The potential for cumulative impacts of the current proposal in combination with the projects listed above is presented in a topic by topic basis within the ES. Cumulative impacts for traffic and transport, air quality, noise and vibration, water resources and ground conditions are assessed as either not perceptible, not significant or minor.

7.53 At the time when the current application was submitted, the associated applications elsewhere within the Terminal site (16/01582/FUL / 16/01698/FUL) had not been submitted and the ES does not refer to these projects in the cumulative assessment. However, as these projects are now known and reported elsewhere in this agenda consideration should be given to the potential cumulative impact of these associated applications.

8.0 CONCLUSIONS AND REASONS FOR RECOMMENDATION

8.1 In coming to its view on the proposed development the Council has taken into account the content of the ES submitted with the application as well as representations that have been submitted by third parties. The ES considers the potential impacts of the proposal and on occasions sets out mitigation measures. Subject to appropriate mitigation, which can be secured through planning conditions, the ES concludes that any impact arising from the construction and operation of the development would be within acceptable limits. Having taken into account representations received from others, Officers consider that the proposed development is acceptable, subject to with a number of planning conditions that are imposed upon the permission. Therefore, it is recommended that planning permission is granted subject to the recommendation set out below.

8.2 The proposals involve the relocation of the principal access for the Terminal, as well upgrading access arrangements for the Unilever, Pura Foods and Aggregates Industries sites. The new access arrangements would result in benefits with regard to local air quality and noise as a result of fewer HGV movements along the section

of London Road in between the Stonehouse Corner roundabout and existing main site access. There are no objections to the proposals with regard to impact on the highway network, flood risk, ground conditions or other environmental receptors. It is considered that the proposals would increase the operational efficiency of the Port, which is a long-standing and important employer in Purfleet. Both national and local planning policies support, in principle, economic growth and these proposals underpin the economic role of sustainable development.

9.0 RECOMMENDATION

Grant planning permission subject to the following conditions:

Definitions

1. Within the following conditions the definitions listed below apply -

- | | |
|--------------------------------|--|
| Site Preparation Works: | includes the following works required to prepare the site for development : <ul style="list-style-type: none">- site clearance works;- demolition of existing structures including removal of asbestos, the stripping out of buildings, disconnecting services and grubbing-up foundations;- removal of existing and surplus rubble;- removal of services including service trenches;- archaeological and ground investigations;- remedial work;- carrying out CAT scans to confirm all existing services are clear;- the erection of a hoarding line;- providing piling matting;- providing clear health and safety information;- piling works. |
| Advanced Infrastructure Works: | includes the following enabling infrastructure: <ul style="list-style-type: none">- installing drainage infrastructure;- installing services and utilities;- construction of foundations and ground floor/level slab;- ground levelling works. |

Highways Works	surface works required to amend existing, or form new vehicle access
Construction	superstructure works above the ground level/slab required to erect a building or structure
Landscape Works	surface landscaping works required to implement internal routes, storage areas and green infrastructure
First Operation	refers to the first commencement of the use of the development

Time Limit

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

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

Approved Plans

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

<u>Ref.</u>	<u>Title</u>
C116039-TG-00-XX-DR-C-8050 Rev. P5	Proposed Roundabout Works Key Plan and Proposed Layout
C116039-TG-00-XX-DR-C-8051 Rev. P5	Proposed Roundabout Works Layout Plan Sheet 1 of 2
C116039-TG-00-XX-DR-C-8052 Rev. P4	Proposed Roundabout Works Layout Plan Sheet 2 of 2
C116039-TG-00-XX-DR-C-8053 Rev. P3	Proposed Roundabout Works Typical Cross Sections Sheet 1 of 4
C116039-TG-00-XX-DR-C-8054 Rev. P4	Proposed Roundabout Works Typical Cross Sections Sheet 2 of 4
C116039-TG-00-XX-DR-C-8055 Rev. P5	Proposed Roundabout Works Typical Cross Sections Sheet 3 of 4
C116039-TG-00-XX-DR-C-8056 Rev. P4	Proposed Roundabout Works Typical Cross Sections Sheet 4 of 4
5394_SK018	Lighting Strategy - Roundabout

5394_SK020

Landscape Treatment - Roundabout

Reason: For the avoidance of doubt and in the interest of proper planning.

CEMP

4. Prior to the commencement of any works, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the local planning authority. The details within the submitted CEMP shall include:
- I. construction vehicle routing;
 - II. construction access;
 - III. areas for the loading and unloading of plant and materials during construction;
 - IV. wheel washing facilities;
 - V. Flood Warning and Evacuation Plan for the construction stage;
 - VI. measures to be in place for control and minimisation of fugitive dust during construction;
 - VII. water management during construction, including waste water and surface water discharge;
 - VIII. method statement for the prevention of contamination of soil and groundwater and air pollution, including the storage of fuel and chemicals, during construction; and
 - IX. Construction Stage Waste Management Plan.

The development shall thereafter be implemented in accordance with the agreed measures detailed within the CEMP.

Reason: In order to minimise any adverse impacts arising from the construction of the development in accordance with Policy PMD1 of the Adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended) (2015).

Ecological Mitigation & Management Plan

5. Prior to the commencement of any development, an Ecological Mitigation and Management Plan (EMMP) shall be submitted to, and approved in writing by, the local planning authority. The details within the submitted EMMP shall include:
- I. details of mitigation measures on the length of the former London Road which will no longer be in use (0.09ha) and the north section of the

- embankment on the southern edge of the new London Road roundabout (0.03ha) in accordance with plan 5394_SK020 (early successional vegetation/flower-rich open grassland, native and shrub planting);
- II. details of habitat management to encourage reptiles to move away from the working area (applies to the 0.16ha to the west of Purfleet Farm);
 - III. long term management / maintenance arrangements.

The development shall thereafter be implemented in accordance with the agreed measures detailed within the EMMP.

Reason: To ensure that the effects of the development upon the natural environment are adequately mitigated in accordance with Policy PMD7 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended) (2015).

Landscape Protection

6. All vegetation to be retained on the site shall be protected by chestnut paling fencing for the duration of the 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 construction works on the site. No materials, vehicles, fuel or any other ancillary items shall be stored or buildings erected inside this fencing and 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 ensure that all existing vegetation to be retained is properly protected in the interests of visual amenity and to accord with Policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended) (2015).

Nesting Birds

7. Demolition and clearance of vegetation or other potential bird nesting sites shall not be undertaken within the bird breeding season (1st March to 31st July) except where a suitably qualified ecological consultant has confirmed in writing to the local planning authority that such clearance works would not affect any nesting birds. In the event that an active bird nest is discovered outside of this period and once works have commenced, then a suitable stand-off period and associated exclusion zone shall be implemented until the young have fledged the nest.

Reason: To ensure effects of the development upon the natural environment are adequately mitigated in accordance with Policy PMD7 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended) (2015).

Working Hours

8. No Construction works shall take place on the site at any time on any Sunday or Bank / Public Holiday, nor on any other day except between the following times:

Monday to Friday 0800 – 1800 hours
Saturdays 0800 – 1300 hours

unless in association with an emergency or the prior written approval of the local planning authority has been obtained.

Reason: In the interests of protecting surrounding residential amenity in accordance with Policy PMD1 of the Adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended) (2015).

Contamination

9. Prior to Site Preparation Works, a Preliminary Contamination Risk Assessment and Scheme of Investigation shall be submitted to and approved in writing by the local planning authority. The submitted details shall include:
 - a. a Preliminary Risk Assessment that has identified all previous uses; potential contaminants associated with those uses; and a conceptual model of the site indicating sources, pathways and receptors, and potentially unacceptable risk arising from contamination at the site; and
 - b. a Scheme of Investigation based on the Preliminary Risk Assessment to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

Reason: To ensure that risks from land contamination to future users of the site and neighbouring land are minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy PMD1 of the Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended) (2015).

10. Prior to Advanced Infrastructure Works, the Preliminary Contamination Risk Assessment and Site Investigation shall be conducted in accordance with the approved Scheme of Investigation and Preliminary Risk Assessment, and the Remediation Scheme shall be submitted and approved in writing by the local planning authority.

Reason: To ensure that risks from land contamination to future users of the site and neighbouring land are minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy PMD1 of the Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended) (2015).

11. Prior to First Operation of the development, the Contamination Remediation Scheme shall be implemented as approved and a Verification Report shall be submitted and approved in writing by the local planning authority. The details shall include:
 - a. results of sampling and monitoring; and
 - b. a long term monitoring and maintenance plan with arrangements for contingency action.

Reason: To ensure that risks from land contamination to future users of the site and neighbouring land are minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy PMD1 of the Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended) (2015).

Unforeseen Contamination

12. If, during development, contamination not previously identified is found to be present at the site, no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a Remediation Strategy has been submitted to, and approved in writing by, the local planning authority. The Remediation Strategy shall be implemented as approved.

Reason: To ensure that risks from land contamination to future users of the site and neighbouring land are minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and

other off-site receptors in accordance with Policy PMD1 of the Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended) (2015).

Site Levels

13. Prior to Advanced Infrastructure Works, details of finished site levels and the associated levelling and infilling works required shall be submitted to, and approved in writing by, the local planning authority. The development shall accord with the agreed details.

Reason: In order to protect the amenities of surrounding occupiers and to ensure the satisfactory development of the site in accordance with policies PMD1 and PMD2 of the Adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended) (2015).

Infrastructure Assets

14. Prior to Advanced Infrastructure Works, details of measures to identify and protect HS1 or UK Power Networks buried services shall be submitted to, and approved in writing by, the local planning authority. Thereafter the approved measures shall be implemented.

Reason: In order to ensure the satisfactory development of the site in accordance with policy PMD2 of the Adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended) (2015).

15. Prior to Advanced Infrastructure Works, the following details shall be submitted to, and approved in writing by, the local planning authority in order to protect HS1 assets:
 - I. the size, depth and proximity to HS1 of any excavations on site;
 - II. the size, loading and proximity to HS1 of any additional ground loads such as stockpiles;
 - III. construction plant and equipment which are likely to give rise to vibration, together with predicted vibration levels.

Thereafter the approved details shall be implemented.

Reason: In order to ensure the satisfactory development of the site in accordance with policy PMD2 of the Adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended) (2015).

Surface Water Drainage

16. Prior to Advanced Infrastructure Works, details of the surface water drainage scheme shall be submitted to, and approved in writing by, the local planning authority. The submitted details shall include:

- I. assessment of suitability for infiltration based on soil types and geology;
- II. detailed drainage plan;
- III. detailed SuDS Design Statement;
- IV. confirmation of land ownership of all land required for drainage and relevant permissions;
- V. SuDS Management Plan; and
- VI. plan showing the allocation of volume storage and discharge rate given to the plot as part of a wider SuDS strategy.

The development shall accord with the agreed details.

Reason: To ensure that adequate measures for the management of surface water are incorporated into the development in accordance with policy PMD15 of the Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended) (2015).

Archaeology

17. Prior to Site Preparation Works, a Written Scheme of Archaeological Investigation shall be submitted to, and approved in writing by, the local planning authority.

Reason: To ensure that investigation and recording of any archaeological remains takes place in accordance with Policy PMD4 of the Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended) (2015).

18. Prior to Advanced Infrastructure Works, an Archaeological Mitigation Strategy shall be submitted to, and approved in writing by, the local planning authority. All works shall be carried out in accordance with the approved Mitigation Strategy.

Reason: To ensure that investigation and recording of any archaeological remains takes place in accordance with Policy PMD4 of the Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended) (2015).

19. Within six months of the completion of field work, as set out in the approved Archaeological Mitigation Strategy, a Post-Excavation Assessment and Full Site Archive shall be submitted to, and approved in writing by, the local planning authority.

Reason: To ensure that investigation and recording of any archaeological remains takes place in accordance with Policy PMD4 of the Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended) (2015).

Errant Vehicle Protection

20. Prior to the First Operation of the development, details of permanent errant vehicle protection measures to protect the viaduct piers of HS1 shall be submitted to, and approved by, the local planning authority. The approved measures shall be implemented prior to the first operation of the development and retained thereafter.

Reason: In order to ensure the satisfactory development of the site in accordance with policy PMD2 of the Adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended) (2015).

Landscaping

21. Prior to implementation of Landscaping Works, details of the landscaping scheme and a long term management plan shall be submitted to, and approved in writing by, the local planning authority. The details shall include:
- I. details of the design, colour and materials, all boundary treatments, including the 1.8m trespass proof fence along the development side of the existing boundary fence;
 - II. details of the design, colour and materials of surface treatments, including the low noise road surface, in accordance with plan 5394_SK020;
 - III. details of the species, mix, planting centres etc. of the proposed tree, shrub and grass planting;
 - IV. details for the provision and long term maintenance of an entrance feature or item(s) of 'public art' to be located on the new entrance roundabout.

All planting, seeding, turfing etc. comprised in the approved scheme shall be completed in the first planting and seeding season following completion of the development (or such other period as may be agreed in writing by the local planning authority) and any trees, shrubs or plants which within a period of 5 years from the completion of the development die, are removed or become

seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation.

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

Acoustic Barrier

22. Prior to First Operation of the development, details of the acoustic barrier shall be submitted to, and approved in writing by, the local planning authority. The acoustic barrier shall be implemented in accordance with the approved details prior to first operation of the development, in accordance with the details set out in the Environmental Statement (paragraph 7.7.6).

Reason: To protect the amenities of surrounding occupiers and to ensure that the development can be integrated within its surroundings in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended) (2015).

Flood Warning & Evacuation Plan

23. Prior to the First Operation 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 FWEP shall be operational upon first use of the development and shall include details of internal refuge facilities, signage and an on-site warning system.

Reason: In order 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 DPD (as amended) (2015).

HS1 Viaduct

24. No storage of combustible gases or hazardous materials shall occur on-site within 200m of the High Speed 1 structure, unless agreed in writing by the local planning authority.

Reason: In order to ensure the satisfactory development of the site in accordance with policy PMD2 of the Adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended) (2015).

Entrance Gate Complex

25. Prior to Construction, details of elevations and finishing materials of the proposed customs control and entry / exit gate structures shall be submitted to an approved in writing by the local planning authority. These structures shall be constructed or installed in accordance with the approved details.

Reason: In order to ensure the satisfactory development of the site in accordance with policy PMD2 of the Adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended) (2015).

External Lighting

26. Unless otherwise agreed in writing by the local planning authority, the proposed external lighting shall be installed and maintained in accordance with the details shown on drawing number 5394_SK018 and paragraph 4.10 of the 'Purfleet Thames Terminal: London Road and Roundabout and Entrance / Exit Gate Works Design and Access Statement (November 2016)'.

Reason: In order to minimise impact on the amenity of adjoining occupiers in accordance with policy PMD1 of the Adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended) (2015).

ES Mitigation

27. The development shall be carried out in accordance with the mitigation measures set out in the Environmental Statement submitted with the planning application, unless otherwise provided for in any of the conditions or subject to any alternative mitigation measures as may be approved in writing with the local planning authority, provided that such measures do not lead to there being any significant environmental effects other than those assessed in the Environmental Statement.

Reason: To ensure that the development is carried out in accordance with the principles of mitigation set out in the Environmental Statement in order to minimise the environmental effects of the development and ensure compliance with a range of development plan policies set out within the planning committee report.

INFORMATIVE:

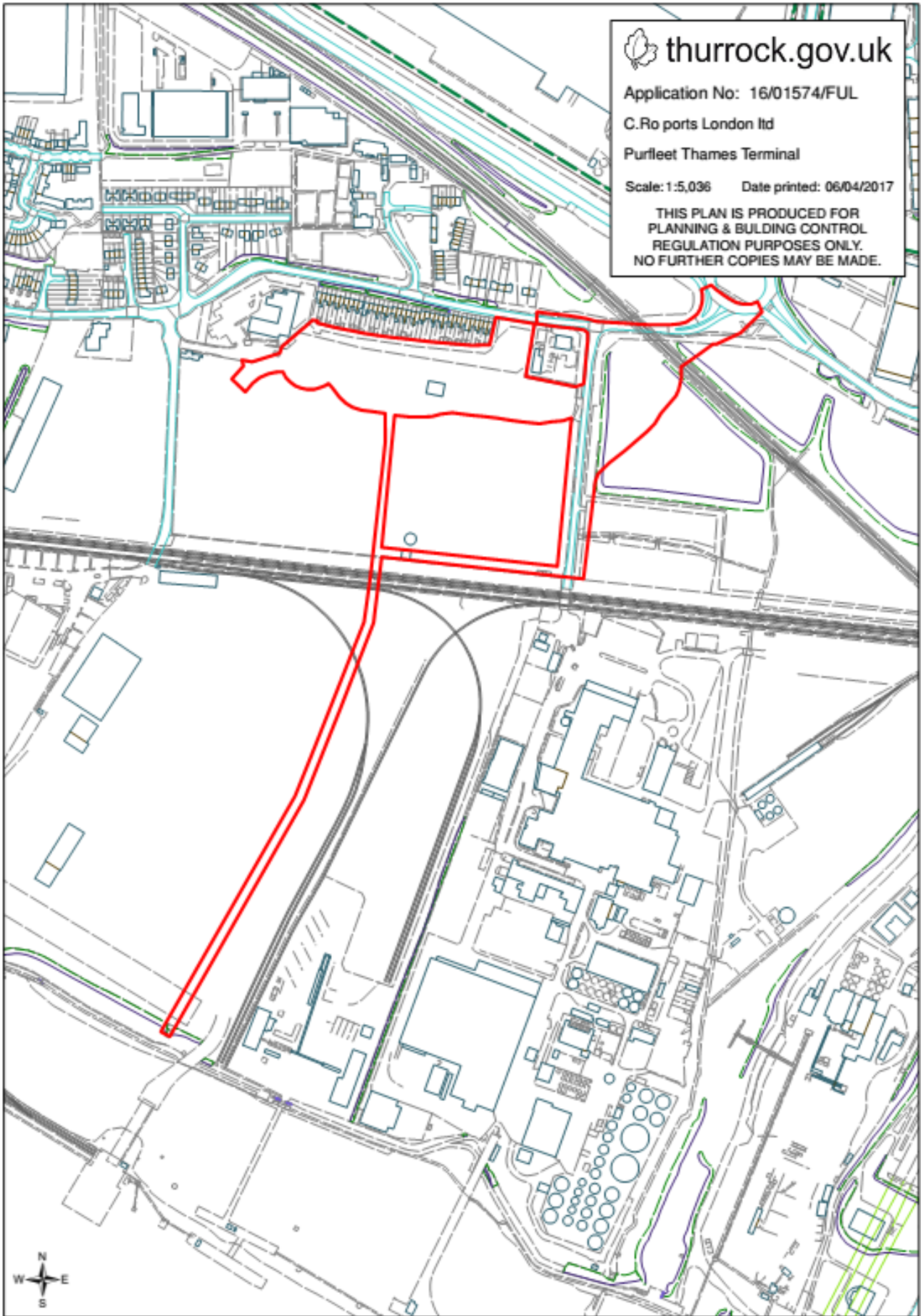
Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) - Positive and Proactive Statement:

The local planning authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission 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:

www.thurrock.gov.uk/planning



 **thurrock.gov.uk**
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C.Ro ports London Ltd
Purfleet Thames Terminal
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