

<p>Reference: 16/01698/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: 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.</p>

Plan Number(s):		
<u>Reference</u>	<u>Name</u>	<u>Received</u>
C116039-TG-00-XX-DR-C-9000 Rev. P2	Site Wide Works Site Location Plan	15.12.16
C116039-TG-00-XX-DR-C-9010 Rev. P4	Site Wide Works Proposed Demolition Plan	15.12.16
C116039-TG-00-XX-DR-C-9011 Rev. P3	Site Wide Works Proposed Phasing Plan	15.12.16
C116039-TG-00-XX-DR-C-9100 Rev. P2	Site Wide Works Existing Layout Plan	15.12.16
C116039-TG-00-XX-DR-C-9101 Rev. P2	Site Wide Works Existing Layout Plan Sheet 1 of 5	15.12.16
C116039-TG-00-XX-DR-C-9102 Rev. P2	Site Wide Works Existing Layout Plan Sheet 2 of 5	15.12.16
C116039-TG-00-XX-DR-C-9103 Rev. P2	Site Wide Works Existing Layout Plan Sheet 3 of 5	15.12.16
C116039-TG-00-XX-DR-C-9104 Rev. P2	Site Wide Works Existing Layout Plan Sheet 4 of 5	15.12.16
C116039-TG-00-XX-DR-C-9105 Rev. P2	Site Wide Works Existing Layout Plan Sheet 4 of 5	15.12.16
C116039-TG-00-XX-DR-C-9110 Rev. P2	Site Wide Works Existing Paper Mill Site Sections Sheet 1	15.12.16
C116039-TG-00-XX-DR-C-	Site Wide Works Existing Paper Mill Site	15.12.16

9111 Rev. P1	Sections Sheet 2	
C116039-TG-00-XX-DR-C-9120 Rev. P2	Site Wide Works Existing Canteen Sections Sheet 1	15.12.16
C116039-TG-00-XX-DR-C-9130 Rev. P2	Site Wide Works Existing Sections Sheet 1	15.12.16
C116039-TG-00-XX-DR-C-9131 Rev. P2	Site Wide Works Existing Sections Sheet 2	15.12.16
C116039-TG-00-XX-DR-C-9132 Rev. P2	Site Wide Works Existing Sections Sheet 3	15.12.16
C116039-TG-00-XX-DR-C-9133 Rev. P2	Site Wide Works Existing Sections Sheet 4	15.12.16
C116039-TG-00-XX-DR-C-9200 Rev. P10	Site Wide Works Proposed Layout Plan	15.12.16
C116039-TG-00-XX-DR-C-9201 Rev. P4	Site Wide Works Proposed Layout Plan Sheet 1 of 5	15.12.15
C116039-TG-00-XX-DR-C-9202 Rev. P4	Site Wide Works Proposed Layout Plan Sheet 2 of 5	15.12.16
C116039-TG-00-XX-DR-C-9203 Rev. P4	Site Wide Works Proposed Layout Plan Sheet 3 of 5	15.12.16
C116039-TG-00-XX-DR-C-9204 Rev. P4	Site Wide Works Proposed Layout Plan Sheet 4 of 5	15.12.16
C116039-TG-00-XX-DR-C-9205 Rev. P4	Site Wide Works Proposed Layout Plan Sheet 5 of 5	15.12.16
C116039-TG-00-XX-DR-C-9220 Rev. P3	Site Wide Works Proposed Canteen Sections Sheet 1	15.12.16
C116039-TG-00-XX-DR-C-9230 Rev. P3	Site Wide Works Proposed Sections Sheet 1	15.12.16
C116039-TG-00-XX-DR-C-9231 Rev. P3	Site Wide Works Proposed Sections Sheet 2	15.12.16
C116039-TG-00-XX-DR-C-9232 Rev. P3	Site Wide Works Proposed Sections Sheet 3	15.12.16
C116039-TG-00-XX-DR-C-9233 Rev. P3	Site Wide Works Proposed Sections Sheet 4	15.12.16
C116039-TG-00-XX-DR-C-9234 Rev. P2	Site Wide Works Proposed Sections Sheet 5	15.12.16
C116039-TG-00-XX-DR-C-9235 Rev. P2	Site Wide Works Proposed Sections Sheet 6	15.12.16
C116039-TG-00-XX-DR-C-0560 Rev. P4	Existing Drainage Strategy	15.12.16
C116039-TG-00-XX-DR-C-0565 Rev. P5	Proposed Site Wide Works Drainage Strategy	15.12.16
L004776-104 Rev. A	North and West Elevations Sample	15.12.16

	Finishes	
L004776-201 Rev. A	South Elevation	15.12.16
L004776-202 Rev. A	North Elevation	15.12.16
L004776-203 Rev. A	East Elevation	15.12.16
L004776-204 Rev. A	West Elevation	15.12.16
L004776-206 Rev. A	Cross Section A-A	15.12.16
L004776-207 Rev. A	Cross Section B-B	15.12.16
L004776-208 Rev. A	Cross Section C-C	15.12.16
L004776-209 Rev. A	Cross Section D-D	15.12.16
L004776-210 Rev. A	Ground Level & Level 01 Car Deck Layouts	15.12.16
L004776-211 Rev. A	Level 02 & Level 03 Car Deck Layouts	15.12.16
L004776-212 Rev. A	Level 04 & Level 05 Car Deck Layouts	15.12.16
L004776-213 Rev. A	Level 06 Car Deck Layout & Roof Plan	15.12.16
L004776-220 Rev. A	Proposed Gatehouse	15.12.16
L004776-221 Rev. A	Proposed Pumphouse	15.12.16
L004776-222 Rev. A	Typical Boundary Details	15.12.16
L004778-501 Rev. A	Proposed Ground & First Floor Plans	15.12.16
L004778-502 Rev. A	Proposed Second Floor & Roof Plans	15.12.16
L004778-503 Rev. A	Proposed Elevations & Sections	15.12.16
5369_100	Enhancements to London Road	15.12.16
5394_101	Former Paper Mills Land Planting Plan (1 of 2)	15.12.16
5394_102	Former Paper Mills Land Planting Plan (2 of 2)	15.12.16

The application is also accompanied by:

- Arboricultural Impact assessment & Tree Protection Plan;
- Cultural Heritage Impact Assessment;
- Design and Access Statement;
- Environmental Statement with technical appendices with the following chapter headings
 - Introduction
 - EIA Methodology
 - Project description
 - Landscape and visual impact
 - Terrestrial ecology and nature conservation
 - Ornithology
 - Traffic and transport
 - Air quality

<ul style="list-style-type: none"> - Noise and vibration - Water resources - Ground resources - Other environmental considerations - Cumulative assessment - Summary of mitigation measures <ul style="list-style-type: none"> • Environmental Impact Assessment Non-Technical Statement; • Planning Statement; • Site Waste Management Plan; • Statement of Community Involvement; • Transport Assessment; • Travel Plan; • Waste Assessment Report; • Waste Hierarchy Report 	
Applicant: Joost Rubens Purfleet Real Estate Ltd	Validated: 16 December 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:

- 16/01574/FUL 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
- 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.

- 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 Statement 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 are described by the applicant as comprising development:

“to improve the operational efficiency, safety and sustainability of the existing port as an important business and essential transport infrastructure. The proposal is to reorganise, refurbish and make more flexible the land-side storage and transfer

areas, as well as expanding the capacity for the storage and transfer of goods in the available land areas and infrastructure”.

Within the submitted ES the overarching objective is to achieve an expansion in port capacity through:

1. improving internal circulation routes;
2. reducing the reliance on level crossings; and
3. making more efficient use of land to increase capacity and upgrade facilities in line with market requirements and to address operational inefficiencies such as relying on the C.RO Dartford facility.

The key elements of the proposals are summarised in the table below:

Site area	58 Ha
Existing floorspace (gross internal)	4,614 sq.m.
Existing floorspace (gross internal) lost through demolition or change of use	1,500 sq.m.
Proposed gross internal floorspace (excluding decked car storage building)	8,085 sq.m.
Net additional gross internal floorspace	6,535 sq.m.
Existing employees (FTE)	337
Proposed employees (FTE)	602
Existing vehicle storage capacity	North Park – 2,805
	West Park – 1,234
	C.RO Dartford – 7,500
Existing freight storage capacity	Trailers (South Park) – 616
	Containers (South Park) – 613
Proposed change in storage capacity (compared with extant planning permissions)	Vehicles +5,958
	Trailers + 65
	Containers - 25

2.2 A summary of the key aspects of the Proposed Development are as follows:

- demolition of existing buildings and structures;
- a new six storey (plus ground) car storage building;
- refurbished areas of hardstanding for the flexible storage and transfer of trailers, containers and cars, and staff parking;
- new areas of hardstanding for the flexible storage and transfer of trailers, containers and cars, and staff parking;
- expansion of the existing Pre-Delivery Inspection building;
- a new canteen/workshop building;

- port infrastructure (such as tracks, gantries and substations); and
- associated landscaping, drainage and access works.

2.3 Demolition of existing buildings and structures:

The proposals involve the demolition of a number of existing buildings and structures across the site as follows:

North Park – demolition of ancillary office, gatehouse and kiosk buildings and a water tank structure;

South Park – demolition of security gate shed, maintenance and kiosk buildings, a weighbridge and fencing on the western boundary;

Unilever land – demolition of railhead, associated shed and tank silos.

2.4 Car storage building:

A new car storage building is proposed on the former Thames Board Mills site. This structure would contain seven levels for the storage of vehicles (ground floor plus six upper levels) with a maximum height of 23.65m to roof level. This building would provide storage capacity for 8,800 cars, with a built floorspace of approximately 163,000sq.m. The entry and exit to the building for car would be located on the northern side of the structure and there would be a one-way road system for car transporters around the building's perimeter. A soft landscaped buffer is proposed along the northern and western side boundaries. The upper floors of the structure would be clad with an architectural mesh. A brown roof is proposed for the building. This building would be accessed from London Road via an existing estate road across a level crossing which also provides access to the International Timber site. A small ancillary gatehouse would be located south of the railway line with a drainage pumping station located adjacent to the river frontage.

2.5 Refurbished areas of hardstanding for the flexible storage and transfer of trailers, containers and cars, and staff parking:

Proposed layout plans indicate that the existing North Park, West Park and South Park areas would be retained for generic use as areas for the storage and transfer of containers, trailers and cars, as well as for staff and visitor parking. The submitted ES and transport Assessment note that the Terminal will continue to facilitate the loading and unloading of freight (containers, trailers and vehicles) from roll on-roll off ships. However, it is noted that the amount of freight delivered to the Terminal is expected to increase as a result of the planned introduction of larger vessels and an associate increase in landside facilities to handle this increased freight is required. The TA notes that the proposed arrangement of land uses would still prioritise that land closest to the jetties, gantry and rail infrastructure for the handling and transit of large items (containers and trailers) as this minimises the number of movement required once disembarked from vessels. The site layout plans seek flexibility in the storage and transfer of car, trailers and containers

across the North, South and West Park sites. However, for operational reasons the heavier and less mobile items (containers and trailers) are more likely to be stored on the southern part of the South Park site, close to the jetty and gantry cranes. With regard to container storage, detailed layout drawings show that an existing container gantry crane located on the south-western part of the South Park close to the river frontage would be retained, with a new gantry crane system added to the north. Storage of containers for both existing and proposed cranes would be three containers high.

2.6 New areas of hardstanding for the flexible storage and transfer of trailers, containers and cars, and staff parking:

The proposals include a new hard surfaced area for the storage and transfer of containers, trailers and vehicles located on the Unilever land. This area would extend to approximately 4.2Ha of land, with the remainder of land within this site (on the eastern, western and southern boundaries) retained as 'habitat creation'. This part of the site would be accessed a new section of road parallel to the southern side of the railway line which was approved via planning permission 16/00644/FUL. That part of the existing and currently undeveloped Purfleet Farm site south of the HS1 viaduct is also shown as an area for new storage and handling.

2.7 Expansion of the existing Pre-Delivery Inspection (PDI) building:

The existing PDI building is located adjacent to the western boundary of West Park. Outline permission, with all matters reserved is sought for the expansion of the existing building by up to 3,000 sq.m. additional floorspace. The submitted layout plans show a zone for extension to the east of the existing structure. Permission is also sought for a maximum building height of 8m.

2.8 New canteen/workshop building:

The proposals include a new canteen and workshop building to be located with South Park, adjacent to the site's eastern boundary. This building would comprise a vehicle workshop at ground floor level, with ancillary office, welfare, customs and storage floorspace at both ground and part-first floor levels. A staff canteen, offices changing rooms and other ancillary accommodation are proposed at second floor level. The building would occupy a footprint of approximately 3,150 sq.m. and would be a maximum of 11.7m high. The structure would be flat-roofed and externally clad with grey and blue coloured cladding.

2.9 Port infrastructure (such as tracks, gantries and substations):

The ES notes that the transit, handling and storage of trailers and containers will be at grade (i.e. at surface level) within the North, South and West parks with the exception of a new container stack within South Park. This container stack would be located immediately north of the existing container stack and serviced by Rail

Mounted Gantry (RMG). The container stack would be able to accommodate a stack of up to three containers. Rubber Tyred Gantry cranes would straddle 11 lanes of containers. The gantry cranes would not exceed 22m in height above finished floor level. The existing container stack and Rubber Tyred Gantry Cranes (20m in height) would continue to remain in operation for loading and unloading trailers. Existing Terminal equipment is capable of transporting two containers stacked on top of each other. Other proposed infrastructure would include perimeter security fencing and a side-wide lighting strategy.

2.10 Associated landscaping, drainage and access works

Ecological and landscape mitigation proposals comprise:

- a large brown roof on the decked car storage building;
- soft landscaping along the northern and western boundaries of the former Thames Board Mills site;
- habitat creation / retention adjacent to the river frontage to South Park;
- retained habitat on the southern boundary of the Purfleet Farm site;
- retained habitat on the eastern, western and southern boundaries of the Unilever land; and
- landscape enhancements to the London Road boundary of the site.

2.11 The applicant has provided an indicative construction phasing programme as follows:

Area of Site	Start	Finish
Unilever land	June 2017	October 2017
Workshop / Canteen building	October 2017	July 2018
Former Thames Board Mills site	July 2018	February 2019
South Park	February 2019	August 2020
North Park	August 2020	April 2021
Purfleet Farm	April 2021	January 2022

3.0 SITE DESCRIPTION

The site comprises an irregularly shaped parcel of land extending to 58 hectares in area and comprising the PTT site and land adjacent. The site includes existing operational land within the Terminal comprising ‘North Park’, ‘South Park’ and ‘West Park’, as well as land at Purfleet Farm, the ‘Unilever’ land and land at the former Thames Board Mills site. These elements are described in more detail below.

3.1 North Park:

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. The site is entirely hardsurfaced with lanes and bays 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.

3.2 South Park:

The 'South Park' area of the terminal is located south of the railway line and in-between the Esso fuels terminal to the west and the Unilever, Pura Foods and Aggregate Industries sites to the east. The area is level, hardsurfaced and floodlight and currently principally used for the movement and storage of vehicles, trailers and containers associated with the Terminal.

3.3 West Park:

This area is located to the south of London Road and west of the Terminal access road. A pre-delivery and inspection (PDI) building occupies the western part of this area and is used for the preparation and inspection of vehicles prior to leaving the terminal. The remainder of the West Park site is hardsurfaced, floodlit and used for the storage of vehicles. West Park is accessed from a single point of access on the eastern boundary with the access road. This area is bordered to the south by the railway line and to the west by the Esso fuels terminal. The West Park area wraps around the side and rear boundaries of 'The Fleet' public house, which fronts onto London Road. The West Park area extends to some 3.3Ha in area.

3.4 Purfleet Farm:

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.

3.5 Unilever land:

This part of the site comprises a roughly triangular-shaped land parcel bordered by the railway line to the north, Stonehouse Sewer and the Unilever site to the west and the private access road serving Purfleet aggregates terminal to the east. The site is largely occupied by open rough grassland. Historic Ordnance Survey mapping suggests that this area formed part of the adjacent margarine works from approximately the 1940's and a railway siding crosses the site from north-east to south-west. This siding is partially covered by a long shed building and a series of storage silos are positioned at the end of the siding. However, the site is unused and largely overgrown with vegetation. This part of the site extends to approximately 5.5Ha in area.

3.6 Former Thames Board Mills site:

This is a roughly rectangular-shaped plot located north of the River Thames, west of the Purfleet fuel terminal site, east of the former Cory's Wharf site and largely south of the railway line. Historic mapping shows that this site formed part of the 'Thames Paper Mills' site from the late 19th century and was extensively occupied by industrial buildings. A river jetty adjacent to the site's frontage was constructed by the 1930's. However, by the mid-1990's all buildings on site had been cleared, although the river jetty, areas of hardstanding and the foundations of now removed tanks remain on-site. The site has been partly colonised by scrub vegetation since removal of the buildings. A small pump house structure remains in the south-west corner of the 'main' site. The 'main' part of the site, located south of the Fenchurch Street to Tilbury railway line, comprises some 3.8Ha of land with the remainder of this land parcel comprising a vehicular access across the railway line (via a private level crossing) and the existing estate road which links to London Road. This area is physically detached from the remainder of the application site.

4.0 **RELEVANT HISTORY**

4.1 The application site extends to some 58 hectares in area and includes the majority of the existing Terminal site, comprising the North Park, South Park and West Park area. The site also includes part of the former ExxonMobil lubricants site immediately to the west of the Terminal and part of the former Thames Board Mills site (south of the railway line) located on the western side of the Esso fuel terminal. To the east of the operational Terminal land the site includes a large part of the

Purfleet Farm site and land to the east of the Unilever site. The various components of the application site have a long planning history, with the relevant elements set out below

<u>Application Ref.</u>	<u>Description of Proposal</u>	<u>Decision</u>
North Park site		
54/00003/FUL	Use of land for the open storage of sugar	Approved
64/00815/FUL	Extension of storage and transport facilities on applicants adjacent land - Jarrah Cottages and land adjoining London Road	Refused
73/00038/FUL	Headquarter Offices, Dining Facilities & Computer Room. - Land to West of Jarrah Cottages	Approved
83/01229/OUT	Use of land for Industrial/Warehousing	Approved
86/01077/FUL	Covered rock storage, asphalt and concrete plants	-
87/00551/FUL	Trailer and Lorry Park	Approved
91/00205/FUL	New Warehouse Building	Approved
92/00054/FUL	Extension to offices	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
94/00747/FUL	Use of land for parking and storage of motor vehicles trailers and container parking resurfacing fencing security lighting erection of pre-delivery inspection building	Approved
95/00365/FUL	Use of private road for packing and storage of cars in transit and construction of replacement private road	Approved
96/00339/FUL	Demolition of buildings to enable storage and distribution of goods and motor vehicles	Withdrawn
96/00377/FUL	Demolition of buildings to allow storage and distribution of goods and vehicles (smaller site)	Approved
01/00832/FUL	Extension to car park	Approved
02/00336/FUL	Three storey rear extension and additional 3rd floor to existing offices and single storey side extension	Approved

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
South Park site		
71/01201/FUL	Covered marshalling area for import and export cargo.	Approved
83/00901/FUL	Construction of 2 weighbridges with associated new site roads, office and lorry wash, repositioning of existing rail track and plant stores and the laying out of the site for aggregate storage and distribution	Approved
86/00887/FUL	New warehouses, dolphin and floating pontoon	Approved
89/00395/FUL	Construction of ship unloading facilities covered storage coated stone plant etc.	Approved
92/00265/FUL	Erection of 5 No. lighting towers and ancillary external lighting	Approved
96/00377/FUL	Demolition of buildings to allow storage and distribution of goods and vehicles (smaller site)	Approved
02/00146/FUL	Construction of additional car parking	Approved
West Park site		
94/00747/FUL	Use of land for parking and storage of motor vehicles trailers and container parking resurfacing fencing security lighting erection of pre-delivery inspection building	Approved
99/00570/FUL	Extension to vehicle enhancement centre building and paint booth	Approved

99/00984/FUL	Provision of a fourth single storey paint booth at VEC building	Approved
06/00566/FUL	Extension to existing workshop and offices	Approved
Former ExxonMobil site		
84/00956/FUL	Modernisation of existing lube oil blending/packaging & distribution facility	Approved
89/00405/FUL	Installation of 9 no additional lubricating oil storage tanks.	Approved
91/00614/FUL	Proposed replacement to tanks 8615 8616 8617 and relocation tanks 8641-42-43-44-& 45	Approved
94/00365/FUL	7 No. lubricants. storage tanks and impervious bund	Approved
95/00586/FUL	Extension to road loading stand and erection of two additional storage tanks	Approved
99/00891/HSC	Deemed consent for hazardous substances	Approved
04/00987/FUL	Installation of 2 no 6 metre high CCTV support columns and 2 no 7.5 meter high CCTV support columns to be situated around site perimeter	Approved
10/00232/HSC	Hazardous substances consent for storage of gas oils/diesel	Approved
11/00506/DMI	Existing operational building and tanks will be demolished. All pipe work, pumps etc. will be removed from site. When the site was decommissioned all process residues in tanks and pipe work were removed from site for reprocessing	Refused
11/50387/TTGDMI	Demolition of the Purfleet Lubricants Plant (buildings, tanks, pumps, drums and all associated pipework & steelwork)	Approved
14/00795/SCR	Environmental Impact Assessment Regulations Screening 2011 surface car storage at the former Esso site adjacent to the Purfleet Thames Terminal (Referred to as Site 2 - 5.7ha land at Esso)	EIA not required
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
17/00208/CONDC	Application for the approval of details reserved by condition no. 7 (CEMP) of	Under consideration

	planning permission ref. 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.)	
Former Board Mills site		
48/00190/FUL	Alterations to boiler house	Approved
49/00665/FUL	Office addition above No. 4 Machine House.	Approved
50/00260/FUL	Rebuild war damaged jetty	Approved
60/00731/FUL	New boiler and chimney	Approved
96/00606/FUL	Erection of new machine house, warehouse and electricity sub-station	No decision
05/00001/OUT	Re-development for a mix of uses including residential (C3), community uses (including some or all of uses A1/A2/A3/D1/D2) and employment uses(B1/B2/B8) with public open space, enhanced riverside walkway, bridge over railway, landscaping, associated new highway and pedestrian/cycleway access into and within site and associated works	Approved
11/50401/TTGOUT	Demolition of existing buildings; site preparation; redevelopment of the application site for a mix of uses including; Residential (up to 3,000 units); Retail Floorspace - Use Class A1, Financial & Professional Services Floorspace - Use Class A2, Food & Drink Facilities - Use Classes A3, A4 & A5 (6,900sqm); Employment & Business Uses - Use Classes B1, B2 & B8 (31,000sqm); Hotel - Use Class C1 (3,300sqm); Community, School & Civic Facilities - Use Class D1 and Leisure Uses - Use Class D2 (6,500sqm); Car Parking Spaces; Relocation of Existing Station Ticket Hall; Public & Private Open Space and Landscaping, Highways, Access, Engineering and Associated Works	Approved
15/00268/FUL	Use of land for vehicular storage, formation of hardstanding and associated	Approved

	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.	
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	Approved
16/01368/SCO	Request for an Environmental Impact Assessment (EIA) Scoping Opinion: Proposed residential-led, mixed-use redevelopment comprising residential uses, community uses (including a new primary and secondary school), commercial floorspace including business and retail (including food and beverage retail), hotel floorspace, railway station, studio and energy centre uses together with associated infrastructure, amenity space and landscaping	Advice Given
Purfleet Farm site		
62/00412/OUT	Use of land as Sports Field	Approved
63/00507/FUL	Industrial development	Refused
65/00447/FUL	Extension to Car Park for Employees cars	Approved
68/00858/FUL	Extension to Car Park	Approved
90/00030/FUL	Extension to Car Park	Withdrawn
95/00138/FUL	Use of car park for storage of motor vehicles	Approved
98/00145/FUL	Use of the car park for storage of motor	Approved

	vehicles for a period of one year from April 20 1998	
99/00377/FUL	Use of car park for storage of motor vehicles for a period of 1 year from April 20th 1999	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 permission, subject to s106
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
16/00953/SCR	Request for Environmental Impact	EIA not

	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)	required
16/00958/REM	Application for the approval of reserved matters (layout, scale, access (within the site), 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)	Approved
Unilever land		
49/00131/FUL	New soap works	Approved
54/00315/FUL	Erection of factory premises	Approved
54/00388/FUL	Erection of industrial buildings	Approved
74/01061/FUL	Land to be used for parking of commercial vehicles	Approved
99/00378/FUL	Temporary storage of motor vehicles	Approved
02/00509/TBC	Construction of a two lane single carriage way road from London Road. A new roundabout, a new bridge and other ancillary works	Withdrawn
02/00515/FUL	Construction of a new access to the east of Van Den Bergh foods to the new access road from London Road	Approved
12/00954/FUL	Erection of a Class B8 warehouse and ancillary offices, car parking, manoeuvring area and hard standing and landscaping	Finally disposed of
16/00644/FUL	Construction of a private estate road on land to the east of Purfleet Thames Terminal, south of railway line	Approved
16/00877/SCO	Request for an Environmental Impact Assessment (EIA) Scoping Opinion: Proposed expansion of port facilities to increase capacity and improve operational	Advice given

	<p>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</p>	
--	--	--

5.0 CONSULTATIONS AND REPRESENTATIONS

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

5.1 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.

5.2 Neighbour consultation letters have been sent to 370 surrounding properties. Four letters of representation have been received raising the following concerns:

- increased air pollution;
- increased traffic congestion;
- noise pollution;
- light pollution;
- prejudicial to the delivery of the Purfleet Centre regeneration proposals; and
- visual impact.

5.3 The following consultation replies have been received:

5.4 ANGLIAN WATER:

No objection – subject to conditions regarding foul and surface water drainage.

5.5 BUGLIFE:

Raise concerns regarding (i) the inclusion of the former Board Mills site as this site was required for ecological mitigation and enhancement in the approved Purfleet Centre development and (ii) potential loss of habitat at Purfleet Farm and the Unilever sites.

5.6 C2C:

Raise concerns regarding the potential increase in the use of the level crossing accessing the former Thames Board Mills site and the potential harm to train services.

5.7 DARTFORD COUNCIL:

No objection to the proposals.

5.8 ENVIRONMENT AGENCY:

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

5.9 ESSEX COUNTY COUNCIL ARCHAEOLOGY:

No objections, subject to planning conditions.

5.10 ESSEX FIELD CLUB:

Object on the basis that the development would severely reduce the area and harm the value of two potential local wildlife sites (Purfleet Farm and Unilever land). Mitigation proposals are considered to be inadequate.

5.11 ESSEX FIRE & RESCUE SERVICES:

No response received.

5.12 ESSEX POLICE:

No response received.

5.13 ESSEX & SUFFOLK WATER:

No objection.

5.14 HEALTH & SAFETY EXECUTIVE:

Refer to the HSEs Planning Advice WebApp.

5.15 HIGHWAYS ENGLAND:

Offer no objection.

5.16 HIGH SPEED 1:

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

5.17 MARINE MANAGEMENT ORGANISATION:

No response received.

5.18 NATURAL ENGLAND:

No response received.

5.19 NETWORK RAIL:

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

5.20 PORT OF LONDON AUTHORITY:

No response received.

5.21 PURFLEET VILLAGE FORUM:

Object on the grounds of additional traffic, increased air pollution and increased noise.

5.22 PURFLEET CENTRE REGENERATION LTD:

Object on the following grounds:

- i) the application includes land within the site area of the proposed Purfleet Centre regeneration scheme;
- ii) the proposals are not fully supported by development plan policies;
- iii) the proposals would prejudice delivery of Purfleet Centre;

- iv) the ES fails to consider the forthcoming Purfleet Centre planning application;
- v) the baseline used in the ES is unreasonable;
- vi) the ES underestimates traffic impact;
- vii) there is inadequate mitigation for ecological impacts;
- viii) construction traffic impacts are not assessed;
- ix) extra noise information should be submitted;
- x) all submitted applications at the Terminal should be assessed collectively.

5.23 EMERGENCY PLANNING OFFICER:

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

5.24 ENVIRONMENTAL HEALTH OFFICER:

Air Quality – there is some confusion for air quality modelling across the four current applications at the Terminal. However, It is evident however that the proposed new junction improvements with accompanying roundabout and new site entrance in application (16/01574/FUL) will lead to an improvement in air quality for AQMA 10. Therefore need for an overarching air quality assessment would not be necessary, subject to application (16/01574/FUL) being approved and implemented. Therefore there would then be no issue with any of the other applications on air quality grounds. Although application (016/01574/FUL) will be important for improving air quality within AQMA 10 the other proposed developments can be implemented in parallel but the road and access, subject to application (16/01574/FUL), being completed before any increase in operational activities which may arise as a result of the other applications being implemented.

Contaminated Land – the conclusions and recommendations of the submitted Phase 1 Risk Assessment are agreed.

Noise and Vibration – the ES has comprehensively assessed the noise impact of the construction and operation phases of the proposed development and the assessment and has adequately determined the impacts of the development. Noise mitigation for the construction works should render the effects insignificant for local residents and measures should be included submitted in the CEMP. Noise mitigation works for the Security Complex should be required by condition. With the mitigation in place and with the diversion of HGV road traffic from the London Road, the development should result in a beneficial reduction in noise for the majority of local residents.

Construction – no objections subject to condition.

5.25 FLOOD RISK MANAGER:

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

5.26 HIGHWAYS:

No objections – subject to conditions / obligations.

The proposals will increase traffic in the area. However, the effect of the associated roundabout and bridge planning applications will be to remove a number of HGV movements from sections of London Road, as well as reducing the queuing impact of HGVs when level crossings are closed. The findings of the TA are agreed and potential impact is no worse than current operations when improvements are considered. Phasing of the various developments should be agreed. A routing strategy is required to limit the impact of HGV movements.

5.27 LANDSCAPE & ECOLOGY ADVISOR:

Landscape – in terms of visual impact, one viewpoint would experience significant impact, which cannot be mitigated. However, the viewpoint is influenced by existing industrial features. The proposed landscape scheme, which includes new tree planting belts and better management of existing trees and shrubs, will mitigate the proposed loss of some existing trees. The proposed boundary improvements along London Road, including vegetation management and new fencing, will help to make a positive improvement.

Ecology – some areas of the site are of some ecological value. Measures are proposed to mitigate the loss of habitat. However, additional measures are requested.

5.28 LISTED BUILDINGS & CONSERVATION ADVISOR:

No objections.

5.29 PUBLIC RIGHTS OF WAY:

No response received.

5.30 TRAVEL PLAN CO-ORDINATOR:

Request an updated Travel Plan.

5.31 REGENERATION:

Object to the application on the grounds that the proposals, particularly the decked car storage building, would impact on the delivery of the Purfleet Centre regeneration. The proposals are also considered to be contrary to the Development Plan which promotes residential development within Purfleet.

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 iteration;
4. Project description;
5. Landscape and visual impact;
6. Terrestrial ecology and nature conservation;
7. Ornithology;
8. Traffic and transport;
9. Air quality;
10. Noise and vibration;
11. Water resources;
12. Ground conditions;
13. Other environmental considerations
14. Cumulative assessment
15. 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. Ecology
- VIII. Landscape and visual impact
- IX. Cumulative assessment
- X. Other matters

7.5 PRINCIPLE OF THE DEVELOPMENT

With reference to the Core Strategy Local Plan policies map, the application site is described as either land within 'Primary Industrial and Commercial Areas' or 'Land for New Development in Primary Areas'. Those parts of the application site which comprise North Park, South Park and West Park being allocated as 'Primary Industrial and Commercial Areas'. Land at Purfleet Farm and the Unilever land located on the eastern part of the site and land at the former Thames Board Mills site at the south-western corner of the site is allocated as 'Land for New Development in Primary Areas'. That part of the application site which is located within the former ExxonMobil lubricants site has a land use allocation on the Core Strategy Local Plan policies map as 'Oil and Chemical Storage', reflecting the former use of the site and the current use of the adjacent Esso fuels terminal.

7.6 Core Strategy policies CSSP2 (Sustainable Employment Growth) and CSTP6 (Strategic Employment Provision) therefore apply to the vast majority of the site (i.e. North Park, South Park and West Park). 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 continued operation and expansion of the existing Terminal site and consequently there is no conflict with these relevant Core Strategy policies.

- 7.7 The part of the site which previously formed part of the ExxonMobil lubricants site has a different Core Strategy Local Plan policies map allocation from the rest of the site and is subject to 'saved' Local Plan (1997) policy E9 (Oil and Chemical Storage). However, the planning history section above notes that planning permission reference 14/01387/FUL granted consent for storage in association with the Terminal, including the formation of hardstandings and associated infrastructure works including, lighting, CCTV columns, fencing and drainage infrastructure. The approved plans for this development show a mix of vehicle, trailer and container storage. This site has been cleared of all structures associated with the former use and notwithstanding the Oil and Chemical Storage allocation, the principal of Terminal related uses on this part of the application has been established by this permission.
- 7.8 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.
- 7.9 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"*.
- 7.10 It should be remembered that those parts of the application site within North Park, South Park and West Park currently form operational elements of the port terminal. The current proposals merely re-configure and add flexibility to the range of existing freight which can be stored across the terminal. However, there is no change to the

land use, per se, of these areas. With regard to those parts of the application site within Purfleet Farm, the former ExxonMobil lubricants site and the former Thames Board Mills site planning permission has been recently granted for the use of these areas for storage (vehicles, trailers and containers) associated with the operation of the Terminal. Consequently the principle of 'port-related' development on these parts of the site has been established. The Unilever land does not form part of the operation Terminal and has not been the subject of recent planning permissions. Nevertheless, this land is allocated for employment generating uses and is bordered by existing industrial uses. The principle of the proposed land use is compatible with surrounding land uses.

7.11 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 and would enable the consolidation and expansion of port capacity, the NPPF strongly supports this economic role.

7.12 II. TRAFFIC & TRANSPORT ISSUES

Currently the principal access into the Terminal 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 Transport Assessment (TA) 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.

7.13 The TS also highlights a secondary access for the Terminal onto Jurgen's Road, on the eastern boundary of the Terminal 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.

7.14 The TA also notes that the former Thames Board Mills site is served by an existing access onto London Road via the International Timber site and a private level crossing. Finally, the Purfleet Farm site is served by an existing access onto London Road located approximately half-way along the northern frontage of the site. With regard to baseline trip generation, the TA provides a summary of the total trips generated by the Terminal in 2015 as follows:

Baseline Trip Generation 2015						
	AM		AM		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Car transporters	5	4	3	3	69	79
Trailers	24	32	21	26	522	522
Containers	24	32	21	26	527	528
Other cargo	1	2	1	1	29	30
Staff	94	3	19	93	309	301
Visitors	6	0	0	7	25	26
Ship to storage	0	3	0	0	0	24
PDI	1	0	1	0	10	0
Vehicle testing	0	6	0	7	0	160
Total	155	79	66	163	1491	1670

7.15 According to the TA, cargo (vehicles / trailers / containers) unloaded via the two berths is stored at the North, South and Park areas. Vehicles are also driven to the C.RO Dartford site for storage.

7.16 The TA refers to future baseline traffic conditions which could occur if existing planning permissions for parts of the site were to be implemented. These planning permissions for the Purfleet Farm, former Exxon lubricants site and the Board Mills site would add storage capacity to the Terminal site and the table below shows the potential uplift in capacity associated with the permissions:

<u>Cargo</u>	<u>Location</u>	<u>2016 Consents</u>	<u>Uplift from Existing Capacity</u>
Vehicles	North Park	2,805	0
	West Park	1,234	0
	Dartford	7,500	0
	Purfleet Farm	2,290	+2,290
	Exxon site	1,652	+1,652
	Board Mills site	1,836	+1,836

	TOTAL	17,314	+5,778
Trailers	South Park	616	0
	Exxon site	22	+22
	TOTAL	638	+22
Containers	Purfleet RTG stack	328	0
	Purfleet container store	285	0
	Exxon site	195	+195
	TOTAL	808	+195

7.17 As there are potentially two planning permissions for the Purfleet Farm (one involving car storage and one involving Class B2 / B8 development) and as both applications occupy the same site, they cannot be implemented simultaneously. As reserved matters approval has been granted for the Class B2 / B8 development, this permission has been used in the TA as it is considered to be the worst case scenario and will therefore enable a robust assessment of the impacts of the proposals.

7.18 Of the current proposals are added to the baseline described above, additional vehicle and trailer storage capacity is added to the Terminal site, as summarised in the table below:

<u>Cargo</u>	<u>Location</u>	<u>Extant permissions</u>	<u>Current Proposals</u>	<u>Assumed Additional Capacity</u>
Vehicles	Purfleet Farm	2,290	436	-1,854
	Exxon site	1,652		-1,652
	Unilever land		2,500	+2,500
	Board Mills site	1,836	8,800	+6,694
	TOTAL	5,778	11,736	+5,958
Trailers	Purfleet Farm			
	Exxon site	22	87	+65
	Unilever land			
	Board Mills site			
	TOTAL	22	87	+65
Containers	Purfleet Farm			
	Exxon site	195	170	-25
	Unilever land			
	Board Mills site			
	TOTAL	195	170	-25

7.19 The TA therefore suggests that compared to the ‘baseline’ situation of the existing site operations with the recent consents factored-in, the current proposals would

result in a large increase in vehicle storage capacity (+5,958), a small increase in trailer storage capacity (+65) and a small decrease in container storage (-25).

7.20 Proposed Trip Generation:

The TA models future trip generation associated with the current proposals, on the assumption that the extant permissions for storage on the Exxon site and Paper Mills site were to be implemented and assuming the Class B2 / B8 development at Purfleet Farm was operational. Additional trip generation resulting from the current proposal is shown in the table below:

Type	AM		PM		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Car transporters	2	2	1	1	28	28
Trailers	3	5	3	4	73	73
Containers	-1	-1	-1	-1	-22	-22
Other cargo	0	0	0	0	1	1
Staff	74	3	14	72	232	220
Visitors	2	0	0	2	8	8
Ship to storage	0	194	0	0	0	1386
PDI	19	0	10	0	164	0
Vehicle testing	0	-2	0	-2	0	-48
Drive to collection	77	0	47	0	1,305	0
Total	176	201	74	76	1,789	1,646

7.21 The above table predicts an increase in vehicle trips associated with car and trailer storage, with a reduction in container associated trips. The table also models the increased trips associated with growth in activity at the Paper Mills site through more PDI, ship-to-storage and drive top collection trips.

7.22 The TA goes on to undertake a technical analysis of the impact of these additional trips of the surrounding highway network. Network assessments for the proposed development scenario indicate a negligible impact and growth in traffic can be accommodated by existing available capacity. In particular the TA notes that the proposals would reduce reliance on the C.RO Dartford site by increasing storage capacity at Purfleet. The effect of the proposal would be to reduce traffic movements between Dartford and Purfleet, using the QEII bridge, in future years. The TA considers the cumulative impact of the development and the extant permission for Class B2 / B8 development at Purfleet Farm and concludes that impact is acceptable, subject to targeted improvement works at the Stonehouse Corner roundabout.

7.23 Highways England has raised no objection to the proposals on the grounds of impact on the strategic road network (A13 and M25). Similarly, the Highways Officer has no objections, subject to mitigation to be secured via planning conditions (phasing, CEMP and GHV routing).

7.24 III. IMPACT ON AIR QUALITY

Baseline conditions:

As noted by the reports for planning application refs. 16/01574/FUL and 16/01582/FUL, there are a number of existing and proposed Air Quality Management Areas (AQMAs) within a 350m radius study area drawn around the application site as follows:

- 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)

7.25 It can be noted from the above list that the closest AQMA to the site is located immediately to its north along London Road. This AQMA includes Jarrah Cottages and land immediately east and west of these residential properties.

7.26 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	Diffusion	30.46	34.26	33.93	35.12	32.81

Road						
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

7.27 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). With regard to PM₁₀, the annual mean monitoring results for Jarrah Cottages (as recorded by an automatic analyser) are shown in the table below:

Location	Type	Monitored annual mean PM ₁₀ concentration (g.m ⁻³)				
		2011	2012	2013	2014	2015
Jarrah Cottages	Automatic	28.00	24.00	27.00	27.00	25.00

The above table suggests that annual mean concentrations of particulates were within the annual mean objective level of 40²g.m⁻³

7.28 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 associated with demolition / construction activities and construction vehicle traffic emissions. The risks to human health as a result of dust generated during construction (demolition, earthworks, construction activities etc.) are assessed as of low risk. However, the potential impact of dust soiling from demolition, earthworks, construction and trackout is assessed as either medium or high risk. In order to mitigate this risk, the ES promotes the implementation of best practice dust control measures, secured via a CEMP. With the implementation of mitigation measures, the residual impacts of demolition / construction dust and particulates are assessed as 'not significant'.

7.29 The ES also considers impact of construction phase road traffic emissions on receptors. It is predicted that a maximum of up to 100 additional heavy duty vehicle movements would be generated during the construction phase. Nevertheless, as this predicted increase is within the context of a large number of existing heavy

vehicle movements along London Road and as the construction period is temporary, the impacts on air quality associated with construction vehicle emissions are assessed as 'not significant'.

7.30 Operational Impacts:

The ES considers the implications on air quality associated with both operational phase road traffic and vessel exhaust emissions for a total of 14 receptor locations close to the site. Modelling for predicted annual mean concentrations of NO₂ suggest a negligible impact for 6 receptor locations. Two locations on London Road are modelled with a slight or significant beneficial impact on air quality as a result of the re-routing of HGVs along London Road to the proposed new site access (16/01574/FUL). The remainder of modelled receptors are predicted with slight or moderate adverse impacts. However, for these receptors the modelled change in concentrations as a percentage of the air quality objective level is less than 1%.

7.31 With regard to predicted concentrations of particulates (PM_{2.5} and PM₁₀) concentrations are predicted to decrease at some receptor locations, with locations experiencing no change or a slight increase. However, the significance of modelled changes in particulates for all receptor locations is assessed as negligible.

7.32 The ES models short term concentration of sulphur dioxide (SO₂) at receptor locations as a result of vessel emissions and predict that concentrations are within air quality objectives. Significant impacts on air quality from this are not expected.

7.33 The final operation impact on air quality modelled by the ES is the effect on designated ecological sites, comprising the Inner Thames Marshes SSSI (upstream of the site) and West Thurrock Lagoon and Marshes SSSI (downstream from the site). For both nitrogen oxides and sulphur dioxide modelling predicts that Critical Levels are not predicted to be exceeded as a result of the proposed development.

7.34 In order to mitigate the predicted impacts on air quality the ES suggests a number of mitigation measures which could be secured by planning conditions. These measures comprise a CEMP to address construction impacts and Travel Plan measures to minimise the number of staff trips to the site by private car. With mitigation, the ES considers that residual impacts of both the construction and operations phases on both human and ecological receptors will be not significant.

7.35 Consultation comments received from the Environmental Health Officer refer to the associated planning application for the site access roundabout (16/01576/FUL) and new road bridge (16/01582/FUL) and t the inter-relationships between the current submissions and these applications. The EHO queries some of the modelling

within the submitted ES and how the submitted applications have addressed cumulative impacts on air quality. However, the EHO has concluded that:

“the proposed new junction improvements with accompanying roundabout and new site entrance in application 16/01574/FUL will lead to an improvement in air quality for AQMA 10. Therefore (the) need for an overarching air quality assessment would not be necessary, subject to application 16/01574/FUL being approved and implemented. Therefore there would then be no issue with any of the other applications on air quality grounds. Although application 16/01574/FUL will be important for improving air quality within AQMA 10 the other proposed developments can be implemented in parallel but the road and access, subject to application 16/01574/FUL, being completed before any increase in operational activities which may arise as a result of the other applications being implemented.”

7.36 Accordingly, there are no objections to the planning application on air quality grounds, provided that the new access arrangements are completed before any increase in operational activities associated with the current application.

7.37 IV. NOISE & VIBRATION

Baseline conditions:

The ES includes the results from a noise survey undertaken in 2016, using measurements recorded at locations along London Road. The noise climate at all of the survey stations is dominated by road traffic noise and noise associated with commercial and residential activity.

7.38 Construction impacts:

The ES models predicted noise levels, for both human and ecological receptors, for the full range of construction activities associated with the development. Modelling predicts that noise levels from construction would not exceed identified threshold noise limits at most residential receptors. However, for two receptor locations (opposite the existing site entrance and north of the former Thames Board Mills site) exceedance of threshold limits was modelled. In addition to human receptors, the ES models construction noise impacts on ecological receptors at locations on the River Thames foreshore. The magnitude of impact is predicted as between low and moderate during the temporary construction phase. During some construction activities the closest residential receptor to the north of the site is modelled to experience vibration impacts of minor significance.

7.39 Operational Impacts – road traffic noise:

The ES models the predicted change in noise levels at residential receptors as a consequence of operational road traffic associated with the development. A number of receptors located along London Road are predicted as experiencing a

reduction in noise levels from operational traffic as a result of the relocated site entrance (16/01574/FUL). One receptor located to the north of the site is predicted to experience a 0.2dB increase in noise levels (on one façade of the building), however this level of increase is considered to be negligible significance.

7.40 Operational Impacts – daytime / night-time operation:

The ES models predicted daytime and night-time noise levels from the operation of the development, compared to the existing measured levels. During daytime hours, a number of receptor locations along London Road are expected to experience a reduction in noise levels, associated with the proposed relocation of the site access. However, receptors at Jarrah Cottages would experience an increase in noise levels which is assessed as a low to minor impact. Similarly for night-time operational activity, receptors at Jarrah Cottages are modelled to experience increased noise levels of low / minor / moderate impact whereas other receptors would benefit from a reduction in levels.

7.41 Mitigation Measures:

In order to mitigate the potential impact of construction and operation noise and vibration the ES promotes mitigation measures. During construction activities noise and vibration control measures are proposed, to be incorporated into a CEMP. Similar to the proposed mitigation measures for 16/01574/FUL and 16/01582/FUL, 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 minor adverse significance.

7.42 In responding to the application the EHO confirms that the EHO has confirmed 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”*. Proposed mitigation measures for construction works should render the residual effects “insignificant” for local residents. Noise mitigation measures are required and can be secured by planning condition. With mitigation measures in place, the development should result in a beneficial reduction in noise for the majority of local residents. A standard planning condition to control hours of construction, including piling operations, is required.

7.43 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. All of the application site, with the exception of parts of Purfleet Farm north of the HS1 viaduct, falls within the high risk flood area (Zone 3). The Stonehouse Sewer, described by the Environment

Agency as a 'main river' is forms the western boundary of the Unilever land and discharges to the south into the River Thames.

- 7.44 The risk of fluvial (river) flooding at the site from Stonehouse Sewer and the River Mardyke (to the west of the site) is considered by the FRA to be low. However, it is the risk of tidal flooding from the River Thames which places the application site, and the wider Purfleet and West Thurrock area, within the high flood risk zone. 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.
- 7.45 Sequential 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). 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, the FRA states that elements of the proposals fall within the 'less vulnerable' classification (car storage building / extended PDI building / canteen & workshop building / staff parking areas) with remaining elements of the development described as 'water-compatible development' (areas for Terminal-related storage and transfer / ancillary Terminal equipment).
- 7.46 Table 3 of PPG describes a flood risk vulnerability and flood zone compatibility matrix within which 'less vulnerable' and 'water-compatible' development is appropriate in Flood Zone 3a, subject to the Sequential Test. The proposed car storage, workshop / canteen and extended PDI buildings and the storage uses are all functional or ancillary elements 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 proposals. The FRA notes that a site specific flood warning and evacuation plan will be developed and maintained for the lifetime of the development.
- 7.47 The consultation response received from the Environment Agency raises no objections to the planning application, providing the local planning authority taking into account the considerations which are their responsibility (i.e. application of the Sequential and Exception Test as appropriate and the submission of a site-specific FRA). The Agency confirms the location of the site within the high risk flood zone and that the site is protected by existing defences. The Agency notes that the FRA includes flood resilience measures and a flood evacuation plan for the site. The

Council's Civil Protection Officer has confirmed the need for a flood evacuation plan.

7.48 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 to the River Thames. The FRA includes a proposed high level drainage strategy which involves a number of discrete design solutions for the component elements of the site. This strategy recognises that drainage arrangements are required for the construction period.

- 7.49 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 proposed surface water drainage strategy to be inadequate, with particular regard to pumping station capacity and water treatment. However, the FRA concedes that further information about the design and operation of the surface water drainage system is required and notes that further information about pumping station capabilities and operational requirements can be confirmed. 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.

7.50 VI. GROUND CONDITIONS

Based on the history of the site, it is clear that the vast majority of the area, aside from a small part of the Purfleet Farm site, has a longstanding industrial use. That part of the site within North Park has previously been used for 'heavy' industrial uses, including as an oil storage depot and transport depot. The part of the site within South Park formerly comprised part of the Purfleet Wharf & Saw Mills site and the Caspian Wharf oil storage depot. Land now forming West Park has a history of oil storage use, as has the former Exxon Lubricants land. Land at the former Thames Board Mills site has a long history of industrial use and the Unilever land, although largely open, is crossed by a railhead which served former industrial uses.

- 7.51 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.
- 7.52 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 further

intrusive investigations should be carried out to corroborate existing data and investigate parts of the site previously assessed.

7.53 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.

7.54 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. 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.

7.55 VII. ECOLOGY

Under the broad heading of ecology, the ES considers the impacts of the development on terrestrial ecology (including aquatic) and coastal ornithology.

7.56 Terrestrial ecology:

No part of the application site is within a statutory site designated for nature conservation importance. However, within a 2km study area drawn around the site there are a number of non-statutory Local Wildlife Sites and SSSIs. The Purfleet Chalk Pits and Purfleet Road SSSIs are designated for their geological importance. Upstream of the site the Inner Thames Marshes SSSI is designated as a wetland of importance to wildfowl, breeding birds and wetland plants. Downstream of the application site the West Thurrock Lagoon & Marshes SSSI is designated as importance for wintering wading birds and wildfowl.

7.57 A habitat survey of the site was conducted in 2016. Unsurprisingly the existing operation Terminal (North, South and West Parks) are dominated by port activities and hardstandings. Consequently the ecological value of these areas is negligible. As noted above, the former Board Mills site was extensively covered with industrial buildings until demolition in the 1990's. However, the hardstandings and foundations of former structures remain although in the intervening years the site has been partially colonised by sparse ephemeral vegetation, such as buddleia.

7.58 The Purfleet Farm area at the north-eastern corner of the site has historically remained undeveloped apart for the formation of development platforms associated with the construction of HS1 in the 1990's. The majority of the open habitat at

Purfleet Farm comprises neutral grassland, with areas of scrub and ruderal vegetation to boundaries and swamp / reedbed on the lower ground adjacent to the railway line.

7.59 Similarly the Unilever site has historically comprised largely open land, apart from a railway siding, railway shed and storage silos. The existing habitat of this low-lying and flat land parcel comprises bare ground, sparse ephemeral vegetation and ruderal vegetation.

7.60 In addition to the Phase 1 habitat survey, the three areas of the site referred to above (Board Mills / Purfleet Farm / Unilever) were also subject to an invertebrates survey in 2016. The 'headline' results of this survey are:

- Of 306 species encountered, 299 of which are from either the Purfleet Farm or the Unilever Land including four rare and fifteen nationally scarce species, a number of which are new records for the site, and two Species Of Principal Importance.
- Two of the assessed areas within the Site: Purfleet Farm, particularly its southern section, and the Unilever Land meet the criteria for the Habitat of Principal Importance Open Mosaic Habitat on Previously Developed Land (OMH). the Former Paper Mills Land does not.
- Species associated with the Broad Assemblage Types: grassland & scrub matrix, unshaded early successional mosaic and mineral marsh & open water are all well represented from the surveys conducted. In particular, scrub edge is a Specific Assemblage Type that is strongly represented and may be suggestive of a gradual transition at the Site towards a mid-successional environment.

7.61 Consequently both the Purfleet Farm and Unilever land areas are of value to invertebrates, whilst the value of the Board Mills site is limited.

7.62 A bird survey of the entire application site was conducted in 2016 and results show that a number of common breeding birds use part of the site (principally Purfleet Farm and the Unilever land). One species (Cetti's warbler) which is of conservation concern was encountered on the southern part of the Purfleet Farm site.

7.63 The final species survey accompanying the application is a reptile survey report for the Unilever land (2016). Reptile surveys for the Purfleet Farm site have previously been undertaken in 2007, 2011 and 2013. The former Board Mills site is considered to have a low suitability for reptiles. The 2016 survey at the Unilever site confirmed the presence of slow worm and common lizard.

7.64 Construction / operational effects:

The principal impact of the development upon terrestrial ecological interest would be the loss of Open Mosaic Habitat found on part of the Purfleet Farm and Unilever land sites. With reference to Purfleet Farm, it should be noted from the 'Planning History' table above that this site has been subject to recent applications and permission for redevelopment. There is an extant planning permission for development on the northern part of Purfleet Farm (ref. 11/50431/TTGETL) for Class B2 and B8 development. There is also a resolution to grant permission (subject to completion of a s106 agreement) for vehicle storage on the northern part of the site (ref. 14/01392/FUL). Both of these applications make provision for the retention and management of existing habitat on the southern part of the site to mitigate the effect on ecology. The current proposals also retain this southern area and promote the management of the area for the benefit of invertebrates.

7.65 Regarding the Unilever land, the ES notes that the majority of the area will be developed which will involve the loss of c.4Ha. of existing habitat. To mitigate for this loss the proposals include the retention / creation of habitat along the eastern, western and southern boundaries of this land parcel. In total, these retained / habitat creation areas would extend to approximately 0.9Ha in area. In order to provide compensatory habitat, the roof of the proposed decked car storage building would be a 'brown roof'. The ES suggest that this are will be designed and managed specifically to provide a good quality, long-term source of open mosaic habitat. The brown roof would extend to c.2Ha in area. Although there would be a net loss of open mosaic habitat, the ES contends that the management of proposed mitigation and compensation areas would reduce the impact of this net loss. A summary of the post-mitigation residual impacts on terrestrial ecology is presented in the table below:

<u>Feature</u>	<u>Evaluation</u>	<u>Effect</u>	<u>Significance of Effect</u>	<u>Proposed Mitigation</u>	<u>Significance of Residual Impact</u>
Reedbed	Local	Localised habitat loss	Negative, Site	Compensatory planting	Negligible
Open Mosaic Habitat	County / Regional	Habitat loss	Negative, County / Local	Improved management of retained areas, compensatory habitat creation on brown roof	Local / Site
Dittander	Local	Habitat loss	Negative, Local	Translocation of spoil to promote establishment in retained areas	Site / Negligible
Invertebrates	County /	Habitat	Negative,	Improved	Local / Site

	Regional	loss	County / Local	management of retained areas (and monitoring), compensatory habitat creation on brown roof	
Birds	Local	Temporary disturbance and minor habitat loss	Negative, Site	Embedded mitigation and precautionary mitigation only	Negligible
Reptiles	Local	Habitat loss	Negative, Site (of Local)	Embedded mitigation and precautionary mitigation only	Site (or Local)

7.66 Coastal ornithology:

The ES includes an assessment of potential impact on coastal bird populations encountered in the Purfleet to Grays area. In particular the issues of construction / operational noise and disturbance from lighting are assessed. With mitigation measures, including measure to reduce light spillage, the residual impact on coastal ornithology is assessed as minor or negligible.

7.67 Commenting on ecological issues, the consultation response from the Landscape and Ecology Advisor agrees that, as most of the site comprises hardstanding areas, it is only the Purfleet Farm, Unilever land and Board Mills sites which require detailed assessment. With regard to these three areas the Council’s advisor notes:

Purfleet Farm – it is agreed that the northern part of this site, which benefits from planning permission, is not ecologically significant. The southern part of this site which is of the greatest value to invertebrates will be retained and managed.

Unilever land - the site is considered to be of value for invertebrates in, although the areas of highest value were concentrated in the northern and southern areas.

Board Mills site – is of limited ecological value.

7.68 With regard to proposed mitigation measures, the Advisor notes that the proposals for the Unilever site include the development of hardstanding up to the northern boundary adjacent to the railway line. The advisor notes that this northern boundary includes some of the best invertebrate habitat and it is requested that some of this existing habitat is retained as it is opposite to the mitigation area at Purfleet Farm and therefore provides a value link. Finally, the Advisor notes that

part of Purfleet Farm and the Unilever land has been identified as meeting Local Wildlife Site criteria during the current borough-wide Local Wildlife Site review. However the boundary of the site has not been agreed or the designation yet confirmed. The draft citation recognises the value of these sites primarily for invertebrates but also for reptiles which are associated with the areas of Open Mosaic Habitat. It is considered that the proposed mitigation, which includes long-term management together with the requested additional measures should mitigate the loss of some of the proposed site.

7.69 The applicant has been requested to consider the additional retained on the northern boundary of the Unilever land and an update will be provided.

7.70 VIII. LANDSCAPE & VISUAL IMPACT

A Landscape and Visual Impact Assessment forms part of the submitted ES. With regard to existing landscape character, the Thurrock Landscape Capacity Study (2005) was produced on behalf of the Council to assess the sensitivity and capacity of difference landscapes in the Borough to accommodate potential development. Nevertheless, this document is useful in allocating and describing the various landscape character types in Thurrock. This Study place the application site within the 'West Thurrock and Purfleet Urban Area', which exhibits key characteristics including "*heavy industrial buildings associated with the Purfleet Thames Terminal (e.g. Esso)*" and the "*strong influence of associated utilities infrastructure*". With reference to visual receptors, residential properties border the site to the north on London Road and view of the site are available from public footpaths on both the northern and southern banks of the River Thames.

7.71 Construction / operational impacts – landscape character:

The ES considers that the landscape and visual impacts of the construction phase would be short term and temporary and would be unlikely to result in impacts over and above those of the completed (operational) development. Therefore the effects of construction activities on landscape and visual receptors would not be significant.

7.72 The operational impacts of the development are assessed in the ES firstly following completion of construction but when any planting in not mature (and the impacts are likely to be at their greatest) and secondly once planting has become mature (i.e. 15 years after the development is complete). In assessing impacts on landscape character, the ES notes that the majority of the application site, comprising the North, South and West Park areas, is currently an operational port area characterised by open storage of vehicles, trailers and containers, with associated buildings and infrastructure. The Purfleet Farm and former Thames Board Mills sites, although currently open, benefit from existing planning permissions for port-related storage and the former Board Mills site was occupied

with industrial buildings until the 1990's. The ES considers that 'large scale' impacts on landscape would be limited to the site itself and the land immediately to the west of the Board Mills site where the proposed decked car storage building will become *"a more prominent feature in the landscape than the adjacent Esso gas storage structures"*. Medium scale landscape impacts are predicted to London Road where the operation of the development would result in noticeable change to the existing landscape. However, this change has to be seen in a context where existing Terminal activity has a strong influence on landscape character (as noted within the Thurrock Landscape Capacity Study. Beyond these two areas (i.e. immediately west and north of the site) only small scale or negligible impacts on landscape character are predicted.

7.73 The large scale landscape effects referred to above are considered by the ES to occur to no more than 250m from the west of the site boundary of the former Board Mills site. The predicted medium scale impacts on London Road north of the site are predicted to extend up to 150m north of the site where the development would be visible in between existing planting and buildings. For the site boundaries to both London Road and the Board Mills site new planting to mitigate landscape impacts is proposed. A summary of landscape effects is presented in the table below:

<u>Receptor</u>	<u>Comments</u>	<u>Sensitivity</u>	<u>Magnitude</u>	<u>Significance</u>	<u>Positive / Neutral / Adverse</u>
Landscape Character					
West Thurrock & Purfleet Urban Area	Within the site and up to approx. 250m west	Low	Medium	Slight	Adverse
	Up to approx. 150m north		Medium-Low	Slight	Neutral
	Overall effects on the wider character area		Negligible	Minimal	Neutral

7.74 Operational impacts – visual impact:

In line with standard practice for LVIA, the ES assesses the potential visual impact on a number of surrounding representative viewpoints. The chosen viewpoints represent a mixture of residential, road, user, footpath user and cycle path user receptors. The predicted scale of effect at each representative viewpoint is summarised in the table below:

<u>Viewpoint</u>	<u>Receptor</u>	<u>Distance</u>	<u>Scale of effect</u>
------------------	-----------------	-----------------	------------------------

		<u>direction from site</u>	<u>Adverse, Neutral or Positive</u>
View south from High House Production Park	Residents, visitors, workers, road users	120m / North	Negligible / Neutral
View south from London Road / Jurgen's Road	Residents / road users	20m / North	Negligible / Neutral
View south from London Road / Lockyer Road	Residents / road users	60m / North	Medium / Neutral
View south from Coniston Avenue	Residents	120m / North	Medium / Adverse
View from Footpath no. 141 to west of site	Footpath users	230m / West	Large / Adverse
View north from public right of way on south bank of Thames	Footpath / cycle path users	580m / South	Small / Adverse
View north-west from public right of way on south bank of Thames	Footpath users	880m / South-East	Negligible / Neutral
View north-east from public right of way on south bank of Thames	Footpath users	1,500m / West	Negligible / Neutral

- 7.75 In addition to the assessment of visual effects on these representative viewpoints, the ES also more generally considers visual effects on road and rail users and users of public rights of way, in particular footpath no. 141 which runs west-east along the riverfront between Purfleet Railway Station and the Proctor & Gamble factory downstream of the QEII bridge. The significance of visual effects on these receptors is assessed as either minimal or slight. However, for users of the footpath, especially west of the site, the significance of effect is assessed as moderate in relation to the impact of the decked car storage building.
- 7.76 Mitigation measures, in the form of the detailed design of the car storage building new planting to the western boundary of the Board Mills site and the northern boundary with London Road, are proposed. As the existing landscape and visual context of the site is one of an industrial backdrop, the baseline situation would remain largely unchanged. Comments received from the Council's landscape advisor note that one of the representative viewpoints would be close to the proposed car storage structure and that for this section of the footpath there would be no effective visual mitigation. However, along much of the length of this public footpath there are a large number of large scale industrial structures which

influence the character of this route. Within this context no objections are raised to the proposals on the grounds of landscape or visual impact.

7.77 IX CUMULATIVE ASSESSMENT

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 ...”

7.78 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”

7.79 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.

7.80 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	Class B1(c) / B2 / B8	Permission

	Seaborne containers, Oliver Road		granted – development implemented
13/01231/FUL	Land east of Euclid Way, south of West Thurrock Way	Class A1 / A3 / A5 / D1 / D2 / C3 development	Permission granted – not 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
16/01574/FUL	Part of North Park and Purfleet Farm	Roundabout, access road and gate complex	Under consideration (reported elsewhere on this agenda)
16/01582/FUL	Part of North Park and Purfleet Farm	Internal access road, bridge and railways	Under consideration (reported elsewhere on this agenda)
16/01601/FUL	Jetties south of Purfleet Terminal	Demolition / replacement of existing jetties	Under consideration

7.81 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. Therefore, potential cumulative impacts for landscape and visual impact, terrestrial ecology, coastal ornithology, traffic and transport, air quality, noise and vibration, water resources and ground conditions are assessed cumulatively. A summary of the predicted cumulative impacts by topic is presented below.

7.82 Cumulative Landscape & Visual Impact:

Cumulative effect on landscape character has a moderate significance of effect, which is judged to be, on balance, of neutral impact. Cumulative visual effect on settlements (residential areas) on London Road and adjoining local roads is judged to be of major-moderate significance which is, on balance, of neutral impact. Cumulative visual effect on the Tilbury Loop railway is judged to be of slight

significance which is, on balance, of neutral impact. Cumulative visual effect on Footpath 141 along the north bank of the River Thames is of moderate significance and is assessed to be, on balance, of neutral impact. Total cumulative visual effect on Public Rights of Way on the south bank of the River Thames is of major-moderate significance and is assessed to be, on balance, of neutral impact.

7.83 Cumulative Terrestrial Ecology Impact:

The ES identifies a potential for the proposals, in combination with a consented mixed use development at Purfleet Centre (ref: 11/50401/TTGOUT) to give rise to a cumulative impact on invertebrates, since the same area is proposed by both developments for the provision of compensation for habitat loss. Nevertheless principle of development at Purfleet Centre Regeneration and the Paper Mills Land (which is within the current site) has already been considered and accepted. Indeed the planning consent for the Paper Mills site (15/00268/FUL) has already precluded the ability of the approved Purfleet Centre scheme to provide compensatory habitat on the Paper Mills Land. There remains potential for a significant cumulative effect if both the proposals and 11/50401/TTGFUL are implemented, largely due to uncertainty relating to the mitigation / compensation requirements for Purfleet Centre. No residual cumulative impact is anticipated in respect of reptiles.

7.84 Cumulative Coastal Ornithology Impact:

The construction of a new replacement downstream jetty at the Terminal (16/01601/FUL) will not take place concurrently with the proposals and so will not lead to cumulative disturbance effects on coastal ornithology. Furthermore, the works will not lead to a reduced area of available mudflat habitat. As such no significant cumulative effects are anticipated.

7.85 Traffic and Transport Cumulative Impact:

In terms of vehicle delay on the local highway network, a series of junction assessments have been carried out, which demonstrate that all the junctions within the assessment area perform within acceptable levels within the cumulative development scenario. The ES takes into account the delivery of both consented development and development with the potential to achieve consent, and concludes that there would be no residual adverse effects.

7.86 Noise and Vibration Cumulative Impact:

The potential cumulative impact of construction noise would result in, at worst, a minor impact. A sensitivity test has been undertaken to determine the potential cumulative impact associated with the mixed use development of B2 / B8 located on Purfleet Farm and the proposals. The anticipated daytime and night time levels resulting from operational activities is not generally expected to be higher than the existing measured incident environmental sound levels.

7.87 Air Quality Cumulative Impacts:

With mitigation measures, the cumulative effect of construction activities on air quality would be not significant. The cumulative impact assessment concludes that the significance of operational phase road traffic impacts upon local air quality are 'slight adverse' based upon:

- a reduction in pollutant concentrations at two receptor locations, as a result of the new site access arrangements (subject to separate planning applications) off Stonehouse Corner roundabout. It is likely that many receptors along London Road would also experience an air quality benefit as a result of this;
- a reduction in concentrations at receptor R5 to below the annual mean NO₂ Objective;
- receptor R7 which experienced a 'substantial adverse' impact was predicted to do so because the existing baseline concentration was 55.59²g.m⁻³, although a maximum impact of 0.44²g.m⁻³ was predicted above the proposals. In addition, this receptor is isolated and does not represent other relevant exposure in the area;
- the majority of receptors were predicted to experience impacts of a 'negligible' nature.

7.88 Water Resources Cumulative Impacts:

The impact on flood risk due to the proposals alone is negligible. As such, there would be no additive effect in combination with other developments. The proposals would prevent the construction of a balancing pond for the consented mixed use development at Purfleet Centre (ref: 11/50401/TTGOUT). To mitigate this impact, a pumped drainage system could be installed at the Purfleet Centre site or within the Site to accommodate the additional flows. In either case there would be no cumulative impact.

7.89 Ground Conditions Cumulative Impact:

Committed projects are subject to a similar level of risk control and mitigation as the proposals. As such, effects on each individual committed site would, at worst, be minor and any cumulative effect would be indiscernible.

7.90 X. OTHER MATTERS

Major Hazard Sites:

Part of the application site fall within the consultation distances for two major hazard sites in Purfleet. Firstly, the majority of the Unilever land is allocated within the Inner, Middle and Outer zones around the Civil & Marine Slag Cement Ltd major hazard site. Secondly, parts of the Board Mills site, former Exxon site, West Park, North Park and South Park are located within the consultation zones drawn

around the Esso Fuel Terminal site, which is a 'Large Scale Petroleum Storage Site' and thus subject to additional consultation requirements.

- 7.91 The Health and Safety Executive (HSE) direct local planning authorities to utilise their PADHI+ consultation system in order to generate a consultation response. With reference to the proposed storage use on the Unilever land the PADHI+ system has been used to generate a response which "does not advise against" the granting of planning permission.
- 7.92 With regard to the western part of the site, elements of the existing North, West and South Park sites are within the Inner, Middle and Outer consultation zones for the Esso fuels terminal. However, as the proposed uses for these areas are essentially unchanged from their current use there is a negligible effect on terms of the sensitivity of the land use. The eastern part of the Board Mills site and the majority of the former Exxon site is located within the 'Development Proximity Zone' (DPZ) of the fuel terminal. In these circumstances, the HSE have been notified directly and their response is awaited. In any case the HSE have published 'Land Use Planning Advice Around Large Scale Petrol Storage Sites' which states that "*only development which are not normally occupied (within the DPZ) will attract does not advise against advice from HSE*". The HSE define "not normally occupied" development as including outdoor storage and thus it is likely that the use of the Exxon site will be acceptable to the HSE. In respect of the proposed car deck on the Paper Mills site, if this structure is considered to be a 'storage facility' it could meet the HSE definition of 'not normally occupied', subject to meeting occupancy criterion. The HSE's view on this factor are awaited.
- 7.93 Impact of the proposals on the Purfleet Centre Redevelopment Scheme:
Concerns have been raised by some local residents, as well as the planning agent representing Purfleet Centre Regeneration Ltd, that the current proposals may be prejudicial to the delivery of the Purfleet Centre regeneration scheme.
- 7.94 Outline planning permission, with all matters reserved, for redevelopment at Purfleet Centre was granted by the Council in May 2013 (ref. 11/50401/TTGOUT). The full description of development for this outline planning permission was:

"Demolition of existing buildings; site preparation; redevelopment of the application site for a mix of uses including; residential (up to 3,000 units); retail floorspace Use Class A1, financial & professional services floorspace - Use Class A2, food & drink facilities - Use Classes A3, A4 & A5 (6,900sq.m.); employment & business uses - Use Classes B1, B2 & B8 (31,000sq.m.); hotel - Use Class C1 (3,300sq.m.); community, school & civic facilities - Use Class D1 and leisure uses - Use Class D2 (6,500sq.m.); car parking spaces; relocation of existing station ticket hall; public &

private open space and landscaping, highways, access, engineering and associated works.”

7.95 The planning application was originally submitted in October 2011 to the former Thurrock Thames Gateway Development Corporation (TTGDC), who performed a function as the local planning authority for strategic planning applications until 31 March 2012. At the time when the application was submitted TTGDC was also the applicant. The Order transferring the roles and responsibilities of the TTGDC to the Council from 1 April 2012 provided the Council with, inter-alia:

- freehold ownership of all TTGDC land assets and liabilities within the application site, totalling approximately 29 hectares of brownfield land; and
- applicant status for the Purfleet Centre outline planning application.

7.96 The Council has therefore inherited the benefit of the outline planning permission and controls, as landowner, some 50% of the land subject to the Purfleet Centre planning permission. The former Paper Mills site (within the current application site) and the adjoining International Timber site (to the north) are at the south-eastern corner of the Purfleet Centre site, as shown on the site boundary of 11/50401/TTGOUT. However, it is understood that both the Paper Mills site and the International Timber site are not in the Council's ownership.

7.97 In March 2014, following the conclusion of a competitive procurement exercise, Cabinet approved the appointment of Purfleet Centre Regeneration Limited (PCRL) as the Council's development partner which would ultimately take on responsibility for delivering the project. PCRL's formal submission included a high level masterplan which set out a vision for Purfleet Centre. The proposal took elements of the Council's original scheme and augmented them to propose a development featuring:

- a film, television and media studio complex;
- approximately 2,300 new homes set around a new town centre;
- a new primary school;
- a redeveloped station; and local facilities including a supermarket, community hall, health centre, retail units and spaces for cafés/bars.

7.98 PCRL and the Council have progressed towards completing a Development Agreement between the two parties and it is understood that this Agreement is now complete. An update report for the scheme, presented to Cabinet in October 2015, noted that a funding partner (London and Quadrant Housing Trust) had been identified by PCRL and, following an extended due diligence process, terms had been agreed which will secure the funds necessary to secure the delivery of the first phase of the project. This Cabinet report also noted that, following completion

of the Development Agreement a period of around 12 months will be required “*to develop the detailed masterplan, new outline application for the whole scheme and reserved matters application for the first phase of the development.*” It was estimated that a hybrid planning application, comprising outline proposals for the entire site and detailed proposals for the first stage or phase, could be submitted by the end of 2016 or early 2017. However, no planning application has yet been submitted.

- 7.99 It is clear that the development parameters established by the outline planning permission (11/50401/TTGOUT) have been, at least in part, superseded by the emerging masterplan. It is therefore considered extremely unlikely that the Purfleet Centre development will be progressed via the current outline permission.
- 7.100 The outline planning permission (11/50401/TTGOUT) included a number of illustrative “for information only” plans. An “illustrative masterplan” drawing allocated the Paper Mills site partly as a proposed drainage retention pond and partly as a proposed natural landscape habitat with restricted access – the restriction on access reflecting the proximity to the HSE consultation distances drawn around the Esso Purfleet Terminal site. Land to the north of the railway line (the International Timber site) was illustratively allocated for employment uses and car parking by the outline permission. Land to the west of Paper Mills site was illustratively allocated as a riverside park. An illustrative phasing drawing accompanying the outline planning permission also suggested development of the Paper Mills site would be the last of 4 potential phases of development.
- 7.101 By way of background, the consideration of ecological interests, and particularly invertebrates, formed an important element of the outline planning application. Survey work to accompany the 2011 application recorded important invertebrate interests present within parts of Botany Quarry and Cory’s Wharf. As important habitats for invertebrates were shown to be lost by the outline planning application proposals, new compensatory habitat was proposed. This new habitat included a new ‘Riverside Park’ which included the eastern part of Cory’s Wharf and the Paper Mills site. With reference to the outline planning permission, the effect of the current proposals would be to remove the land available for both the compensatory habitat and the area for surface water attenuation. However, as noted above, it is considered extremely unlikely that Purfleet Centre will be developed pursuant to the extant outline permission.
- 7.102 Any new outline planning permission submitted by PCRL will need to:
- establish the area of the application site – it is not known at this stage that the red line boundary of any new hybrid application will correspond with the boundary of the extant planning permission;

- formulate development parameters and establish what mitigation and / or compensation is required for drainage and ecology;
- revisit the ecological surveys submitted with 11/50401/TTGOUT through the Environmental Impact Assessment process.

Therefore, until the new application is submitted and assessed, it cannot be assumed that the land at the Paper Mills site will be required for mitigation and / or compensation purposes.

7.103 The ownership of the current site is also to a degree relevant. Currently, a substantial amount of the land required to deliver the Purfleet Centre redevelopment (as shown by the outline planning permission) is not within the control of either the Council or PCRL, including (as it is understood) the current Paper Mills site. This land must first be acquired in order to deliver the approved Purfleet Regeneration proposals. Accordingly, it is not the proposed car storage use on the Paper Mills site that would prevent redevelopment of Purfleet Centre, rather it is the absence of control over the land.

7.104 PCRL's planning agent also makes reference to the issue of the status of the Local Plan "allocation" of the Paper Mills site as employment land. In particular PCRL note that:

- the Former Paper Mills land has been accepted as forming part of a proposed key regeneration scheme for Purfleet (via 11/50401/TTGOUT);
- much of the Core Strategy Interim Proposals Map was based on retained policies and proposals of the 1997 Local Plan which should only should only attract limited weight;
- there is currently no up to date site specific articulation of the Core Strategy's policies. In the absence of an up to date Proposals Map, PCRL consider that the Purfleet Key Area of Regeneration proposed by the Core Strategy for the regeneration of Purfleet should be accorded the greater weight in planning policy terms.

7.105 In response to these points, whilst it is true that the Paper Mills site forms part of the Purfleet Centre site for which outline permission has been granted, it is also true that this site benefits from a more recent full planning permission for vehicle storage (15/00268/FUL). Consequently, the land use principle of both Terminal related uses and uses which support the Purfleet Centre outline permission have been assessed and found acceptable. It is a matter of fact that the Paper Mills site has an employment denotation as 'Land for New Development in Primary Areas Core Strategy Local Plan policies map (2015). Appropriate weight should be attached to this designation in these circumstances. It is assumed that PCRL are

referring to the 'Key Diagram for Adopted Core Strategy' which appears after the Core Strategy Spatial Policies. This diagram schematically shows 'New Housing on Brownfield Land' within central Purfleet. However, a footnote to this diagram crucially notes that "this Key Diagram is not a Proposals Map". Accordingly, greater weight should not be attached to the Key Diagram rather than the Local Plan policies map.

- 7.106 Chapter 3 of the Core Strategy (The Future of Thurrock) sets out a 'Spatial Vision for 2026' which notes that "*the regeneration of Thurrock will be concentrated in five regeneration areas ... Purfleet will have a new centre with a thriving community at its heart*" (paragraph 3.10). With specific reference to Purfleet, paragraphs 3.20-3.23 of the Core Strategy go on to note:

"Regeneration will be founded on the development of a mix of dwellings, employment and community facilities focused around a new centre adjoining the railway station and riverside. Approximately 3,000 new homes will be built in a variety of dwelling types ... There will be a new Neighbourhood Area at the southern end of Botany Way adjoining the station, with a Community Hub Centre, a Health Centre, school and shopping facilities ... There will be additional employment sites at the northern and eastern ends of Purfleet. Public access to and along the riverfront will be improved ..."

The current proposals would not conflict with this broad spatial vision.

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 for consideration in many respects replicate existing Terminal activities for large parts of the site. The North, West and South Park areas are currently used for the storage and movement of vehicles containers and trailers and are in this sense port-related. The current proposals would essentially result in no change to the land use from the existing situation in respect of these areas. The

application seeks flexibility in use of the areas for the storage and transfer of vehicles, trailers and containers across the North, West and South Park areas. However, it is likely for operational reasons that trailer and container storage and transfer would still be concentrated on areas south of the railway land and closer to the ship berths.

- 8.3 The proposals for vehicle, container and trailer storage include part of the currently open land at Purfleet Farm. However, the principle of employment-generating and port-related storage development has been recently found acceptable on this site via the grant of planning permission and a resolution to grant permission subject to completion of a s106 legal agreement.
- 8.4 The Unilever land is currently open and unused. However, permission has recently been granted for a road which links this part of the site to the rest of the Terminal site. Furthermore, this land is allocated for employment use and there can be no objection, in land use policy terms, to the proposed storage uses.
- 8.5 Similarly, the former Thames Board Mills land (forming the western part of the application site), is allocated in the current development plan and land for new employment development. In addition, there is an extant planning permission for surface level, port related vehicle storage on this land. There is no objection to the principle of vehicle storage in these circumstances.
- 8.6 Subject to mitigation to be secured through planning conditions, 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.
- 8.7 A number of representations have been lodged against the proposed, principally the impact of proposed development on the former Paper Mills site in relation to the Purfleet Centre site and EIA issues. The relationship of the site to Purfleet Centre is addressed in details from paragraph 7.93 above.
- 8.8 With regard to EIA issues, in light of the consultation responses received, it is considered that the baseline and mitigation measures set out in the ES are robust. The ES list a number of projects which, in combination with the current proposals, could result in cumulative impacts on the environment. This list of projects includes the extant planning permission for Purfleet Centre. Although a revised hybrid planning application for Purfleet Centre is expected, at the time of writing there has been no formal planning application submission. Understandably it is difficult and

indeed unreasonable for the applicant to model cumulative impacts for potential future planning application if there is no related information in the public domain. In any case, the applicant's cumulative assessment does take into account the effects of the extant Purfleet Centre planning permission.

9.0 RECOMMENDATION

Grant planning permission subject to the following conditions:

Definitions

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

- Development Component: One of components that make up the Proposed Development as set out on the Proposed Layout Plan (reference C116039-TG-00-XX-DR-C-9200). These are as follows:
- North Park Flexible Surface Storage and Transfer Area.
 - South Park Flexible Surface Storage and Transfer Area.
 - Former Paper Mills Land Car Storage Building.
 - Unilever Land Flexible Surface Storage and Transfer Area.
 - Canteen/Workshop Building.
 - London Road Landscape Enhancements.
 - Pre Delivery Inspection (PDI) Building Extension.
- Site Preparation Works: Includes the following enabling work required to prepare the site for development:
- 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:

- 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 vehicular access.

Construction Works: Superstructure works above the ground floor 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 a building or land.

Time Limit

2. The development hereby permitted must be begun not later than the expiration of 3 years from the date of this permission or before the expiration of 2 years from the date of approval of the Reserved Matters Application.

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

3. Applications for the approval of reserved matters (being scale, layout, appearance, landscaping and siting) for the PDI extension shall be made to the local planning authority before the expiration of ten 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

4. 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-9010 Rev. P4	Site Wide Works Proposed Demolition Plan
C116039-TG-00-XX-DR-C-9200 Rev. P10	Site Wide Works Proposed Layout Plan
C116039-TG-00-XX-DR-C-9201 Rev. P4	Site Wide Works Proposed Layout Plan Sheet 1 of 5
C116039-TG-00-XX-DR-C-9202 Rev. P4	Site Wide Works Proposed Layout Plan Sheet 2 of 5
C116039-TG-00-XX-DR-C-9203 Rev. P4	Site Wide Works Proposed Layout Plan Sheet 3 of 5
C116039-TG-00-XX-DR-C-9204 Rev. P4	Site Wide Works Proposed Layout Plan Sheet 4 of 5
C116039-TG-00-XX-DR-C-9205 Rev. P4	Site Wide Works Proposed Layout Plan Sheet 5 of 5
C116039-TG-00-XX-DR-C-9220 Rev. P3	Site Wide Works Proposed Canteen Sections Sheet 1
C116039-TG-00-XX-DR-C-9230 Rev. P3	Site Wide Works Proposed Sections Sheet 1
C116039-TG-00-XX-DR-C-9231 Rev. P3	Site Wide Works Proposed Sections Sheet 2
C116039-TG-00-XX-DR-C-9232 Rev. P3	Site Wide Works Proposed Sections Sheet 3
C116039-TG-00-XX-DR-C-9233 Rev. P3	Site Wide Works Proposed Sections Sheet 4
C116039-TG-00-XX-DR-C-9234 Rev. P2	Site Wide Works Proposed Sections Sheet 5
C116039-TG-00-XX-DR-C-9235 Rev. P2	Site Wide Works Proposed Sections Sheet 6
C116039-TG-00-XX-DR-C-0565 Rev. P5	Proposed Site Wide Works Drainage Strategy
L004776-A-201 Rev. A	South Elevation
L004776-A-202 Rev. A	North Elevation
L004776-A-203 Rev. A	East Elevation
L004776-A-204 Rev. A	West Elevation
L004776-A-206 Rev. A	Cross Section A-A

L004776-A-207 Rev. A	Cross Section B-B
L004776-A-208 Rev. A	Cross Section C-C
L004776-A-209 Rev. A	Cross Section D-D
L004776-210 Rev. A	Ground Level & Level 01 Car Deck Layouts
L004776-211 Rev. A	Level 02 & Level 03 Car Deck Layouts
L004776-212 Rev. A	Level 04 & Level 05 Car Deck Layouts
L004776-213 Rev. A	Level 06 Car Deck Layout & Roof Plan
L004776-A-220 Rev. A	Proposed Gatehouse
L004776-A-221 Rev. A	Proposed Pumphouse
L004776-A-22 Rev. A	Typical Boundary Details
L004778-A-501 Rev. A	Proposed Ground & First Floor Plans
L004778-A-502 Rev. A	Proposed Second Floor & Roof Plans
L004778-A-503 Rev. A	Proposed Elevations & Sections
5369_100	Enhancements to London Road
5394_101	Former Paper Mills Land Planting Plan (1 of 2)
5394_102	Former Paper Mills Land Planting Plan (2 of 2)

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

Phasing

5. The development hereby permitted shall be carried out in accordance with the phasing set out in the Environmental Statement and specifically there shall be no increase in capacity (associated with this hybrid application) at the Terminal until the roundabout and security gate complex (subject to planning application ref. 16/01574/FUL) are operational, unless otherwise agreed in writing with the local planning authority.

Reason: In order to comply with the terms of the submitted application and the associated assessments.

CEMP

6. 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 submitted details 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 approved 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

7. Ecological Mitigation and Management Plans (EMMPs) shall be submitted to, and approved in writing by, the local planning authority in accordance with the details set out below:
 - I. prior to the commencement of any works at Purfleet Farm, a reptile mitigation strategy shall be submitted and approved in writing by the local planning authority;
 - II. prior to the commencement of any works on the Unilever Land, a reptile mitigation strategy, shall be submitted and approved in writing by the local planning authority;
 - III. prior to the commencement of any works at the South Park, details of mitigation measures and long-term management and maintenance (0.54ha of retained habitat to be the subject of ongoing management to promote floristic vegetation suitable for invertebrates) shall be submitted and approved in writing by the local planning authority;
 - IV. prior to the commencement of Landscaping Works at the former Paper Mills land, details of mitigation measures and long-term management and maintenance (including landscaping strips along north and west boundaries to include further patches of invertebrate habitat, and a design specification for the living roof) shall be submitted and approved in writing by the local planning authority;

- V. prior to the commencement of Landscaping Works at the Unilever land, details of mitigation measures and long term management and maintenance for an area of retained and /or enhanced open mosaic habitat totalling 0.99ha (comprising the southern tip, the north-east corner, a strip alongside the western boundary, and a 631sq.m. area adjacent to the northern boundary parallel to the railway) shall be submitted and approved in writing by the local planning authority;
- VI. prior to the commencement of Landscaping Works at Purfleet Farm, details of mitigation measures and long-term management and maintenance of retained habitats (including the retention of the north-south stretch of the Stanford Boundary Ditch, a new Sustainable Drainage Pond with a sediment forebay for water cleansing and aquatic bench to provide wetland habitat, a new linear vegetated swale along the southern edge of Purfleet Farm parallel to the railway) shall be submitted and approved in writing by the local planning authority. The management of retained habitats will be targeted towards the requirements of Purfleet Farm's invertebrate assemblage.

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 environmental 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

8. 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

9. 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

10. 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. If impact piling is required, these operations shall only take place between the hours of 0900 - 1700 hours on weekdays.

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

11. Prior to Site Preparation Works, a Preliminary Contamination Risk Assessment and Scheme of Investigation shall be submitted and approved in writing by the local planning authority. The 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.

- 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).

12. Prior to Advanced Infrastructure Works within a Development Component, the Contamination Risk Assessment and Site Investigation for that Development Component 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).

13. Prior to first operation of a Development Component, the Contamination Remediation Scheme for that Development Component shall be implemented as approved and a Verification Report shall be submitted and approved in writing by the local planning authority. The submitted 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

14. 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

15. Prior to Advanced Infrastructure Works within a Development Component, details of finished site levels and the associated levelling and infilling works required for that Development Component 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).

Foundation Design

16. Prior to Advanced Infrastructure Works within a Development Component, details of foundation design and other works below existing ground level for that Development Component 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 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

17. Prior to Advanced Infrastructure Works within a Development Component,

details of the surface water drainage scheme for that Development Component 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).

Foul Water Drainage

18. Prior the commencement of Construction Works for any building, details of the Foul Water Management Scheme for that building shall be submitted to, and approved in writing by, the local planning authority. The submitted details shall include:

- I. means of connection;
- II. phasing of provision; and
- III. capacity of the receptor system.

The development shall accord with the agreed details.

Reason: To ensure that adequate measures for the management of foul 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

19. Prior to Site Preparation Works within a Development Component, a Written Scheme of Archaeological Investigation for that Development Component 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).

20. Prior to Advanced Infrastructure Works within a Development Component, an Archaeological Mitigation Strategy for that Development Component 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).

21. Within six months of the completion of field work within a Development Component, as set out in the approved Archaeological Mitigation Strategy, a Post-Excavation Assessment and Full Site Archive for that development Component 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).

Boundary Treatments

22. Prior to Landscaping Works within a Development Component, details of the design, colour and materials of all boundary treatments for that Development Component shall be submitted to, and approved in writing by, the local planning authority. The boundary treatments for that Development Component shall be installed in accordance with the approved details prior to the First Operation of that Development Component.

Reason: To ensure that the proposed development is satisfactorily integrated with its immediate surroundings 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).

Landscaping

23. Prior to Landscaping Works along London Road, details of the landscaping scheme in accordance with drawing number 5369_100 and a scheme to the north of Purfleet Farm along London Road shall be submitted to, and approved in writing by, the local planning authority. The submitted details shall include:

- I. details of the species, mix, planting centres etc. of the proposed tree, shrub and grass planting
- II. a timetable for implementation; and
- III. a long term management plan.

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

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

24. Prior to the First Operation of the Former Paper Mills Land Car Storage Building the landscaping scheme shown on drawing numbers 5394_101 and 5394_102 shall be implemented and maintained thereafter during the use of the building, unless otherwise agreed in writing by the local planning authority.

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

HGV Routing

25. Prior to the first operation of any Development Component, a routing strategy for HGVs associated with the operation of that Development Component shall be submitted to, and approved in writing by, the local planning authority. Thereafter, the Development Component shall be operated in accordance with the agreed strategy.

Reason: In the interests of highway and pedestrian safety and amenity 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).

Flood Warning & Evacuation Plan

26. Prior to the first operation of a Development Component, a Flood Warning and Evacuation Plan (FWEP) for that Development Component 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 Component 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).

Local Employment Strategy

27. Prior to the first operation of a Development Component a Local Employment Strategy (LES) for that Development Component shall be submitted to and approved in writing by the local planning authority. The submitted LES shall include:

- I. details of measures to show how residents of the administrative area of Thurrock could be encouraged to participate in any training, apprenticeship and employment opportunities associated with that Development Component; and
- II. details of monitoring and review arrangements for the LES.

Thereafter the Development Component shall be operated in accordance with the agreed LES.

Reason: In accordance with Policy PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended) (2015).

Errant Vehicle Protection

28. Prior to the first operation of a Development Component, details of permanent errant vehicle protection measures to protect the viaduct piers of HS1 for that Development Component 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).

Travel Plan

29. Prior to the first operation of a Development Component, a Travel Plan for that Development Component shall be submitted to, and approved by, the local planning authority. The submitted Travel Plan shall include details of specific measures to reduce the number of journeys made by car to the Terminal and shall include details of the operation, management and review of the proposed measures.

Reason: To reduce reliance on the use of private cars, in the interests of sustainability, highway safety and amenity in accordance with Policy PMD10 of the Adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended) (2015).

Flood Defence

30. Access to a 9m wide strip clear of all containers, trailers and vehicles, from the landward toe of the flood defence wall shall be provided to the Environment Agency within 24 hours of any such request.

Reason: In order to ensure reasonable access arrangements to the existing flood defence structures.

HS1 Viaduct

31. 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).

Details of Materials

32. Prior to Construction Works for the Former Paper Mills Land Car Storage Building, the Canteen / Workshop Building and the Pre-Delivery Inspection (PDI) Building Extension, details / samples of the materials to be used in the construction of the external surfaces of those buildings shall be submitted to and approved in writing by the local planning authority. These buildings shall

be constructed in accordance with the approved details /samples unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of visual amenity and to ensure that the proposed development is satisfactorily integrated with its surroundings 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

33. 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 numbers C116039-TG-00-XX-DR-C-9201 Rev. P4, C116039-TG-00-XX-DR-C-9203 Rev. P4, C116039-TG-00-XX-DR-C-9204 Rev. P4, C116039-TG-00-XX-DR-C-9205 Rev. P4 and paragraph 4.10 of the 'Purfleet Thames Terminal: Site Wide Application Design and Access Statement (December 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

34. 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:

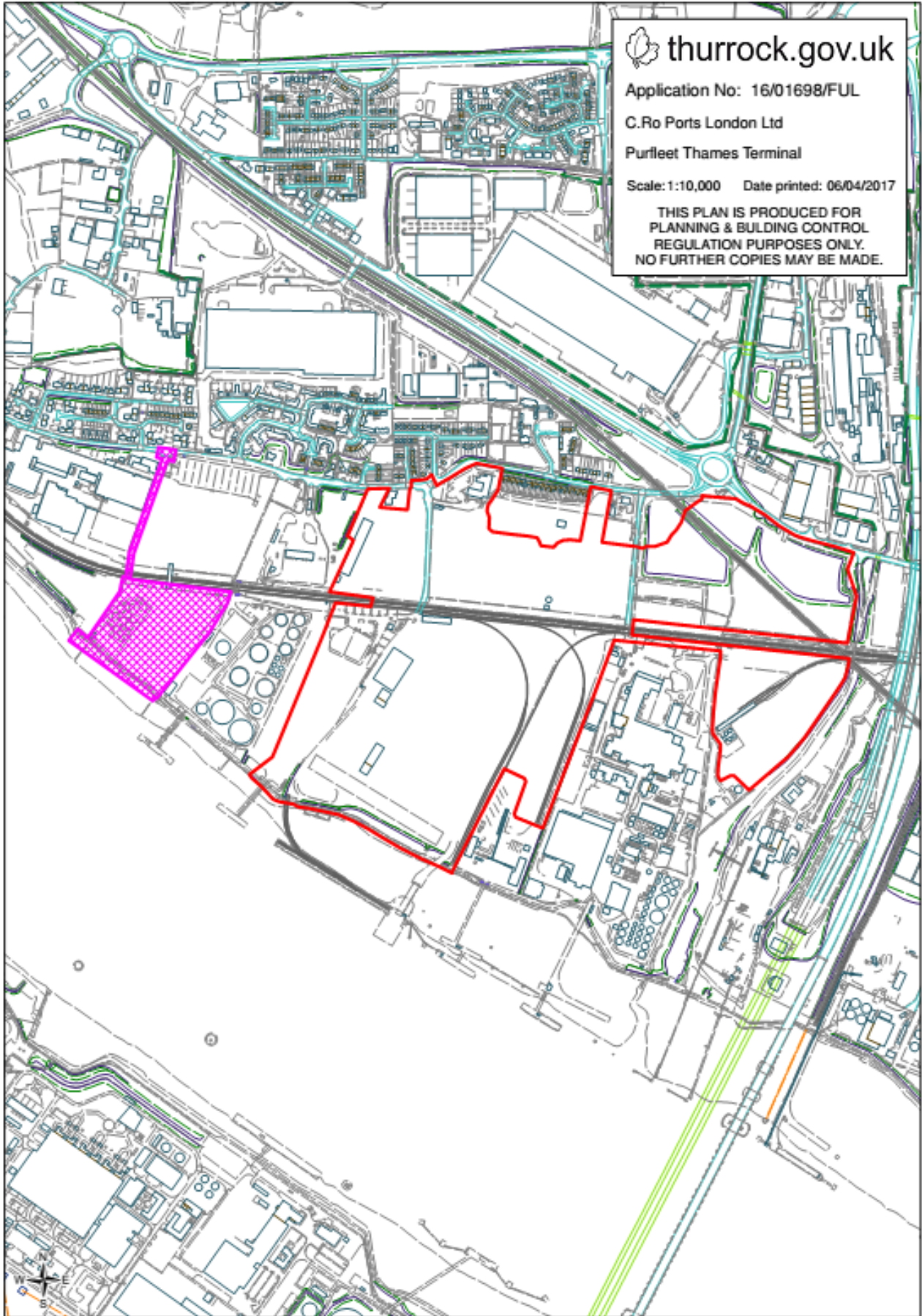
Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) - Positive and Proactive Statement:

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**

Application No: 16/01698/FUL

C.Ro Ports London Ltd

Purfleet Thames Terminal

Scale: 1:10,000 Date printed: 06/04/2017

THIS PLAN IS PRODUCED FOR
PLANNING & BUILDING CONTROL
REGULATION PURPOSES ONLY.
NO FURTHER COPIES MAY BE MADE.