

8 February 2024		ITEM: 8
Planning Committee		
London Gateway Logistics Park: Making of Local Development Order 1.5		
Wards and communities affected: Corringham and Fobbing Stanford-le-Hope West Stanford East and Corringham Town The Homesteads		Key Decision: Not applicable
Report of: Rachel Murrell (Consultant Planning Officer)		
Accountable Assistant Director: Tracey Coleman – Chief Planning Officer		
Accountable Director: Mark Bradbury – Interim Director of Place		
This report is public		
Version: Final		

Executive Summary

A report was presented to Planning Committee on 21 September 2023 to delegate authority to the Local Planning Authority (LPA) to progress with the preparation of London Gateway Logistics Park Local Development Order 1.5 (hereafter referred to as ‘LDO1.5’).

The original Local Development Order 2013 (‘LDO1’) expired in November 2023 and its replacement, LDO2, is being prepared and is not scheduled for consideration by the Council until later this year. LDO1.5 is intended as an interim measure (valid for 1 year or until LDO2 is adopted, whichever is earlier) as the planning mechanism for securing planning consent pending consideration of LDO2.

LDO1 has been successful in simplifying the planning consenting regime for development at the logistics park. It has offered clear commercial benefits to the operator, DP World London Gateway (DPWLG) and potential occupiers who have been able to proceed with development on-site in a relatively short space of time.

LDO1 permitted a total of 829,700 sqm of commercial floorspace together with ancillary uses and a range of supporting servicing facilities, plant, landscaping and roadways. To date a total of 293,136sqm of development has been completed on site and a further 44,089 sqm is committed under LDO1, the vast majority of which is within Use Class B8. Ongoing commercial discussions between DPWLG and potential plot occupiers has identified a need for up to 85,000 sqm of commercial floorspace within Use Class B8 to be developed in this interim period.

Reports were presented to Cabinet on 8 November 2023 and Full Council on 29 November 2023 where the recommendation to delegate authority on the decision of whether or not to adopt LDO1.5 to the Planning Committee was agreed.

Commissioner Comment:

None received.

1. Recommendation(s)

1.1 Note the Council's earlier decision (if that be the case) that the development to be authorised by the London Gateway Logistic Park Local Development Order 1.5 ("LDO1.5") will not adversely affect the integrity of a European Site or a European offshore marine site either alone or in combination with other plans or projects.

1.2 Agree to make LDO 1.5 subject to the signing of the s106 legal agreement.

1.3 Note requirement for Council to advise the Secretary of State that LDO1.5 made.

2. Introduction and Background

2.1 The London Gateway Logistic Park is a 220-hectare site located on the north bank of the Thames estuary. The site is approximately 4 km east of the town of Stanford-le-Hope and 3 km south/south-east of the town of Corringham. It is bounded to the north by a dual carriageway, The Manorway (A1014), and to the south by the Thameshaven Branch Line adjacent to the London Gateway deep-sea container port.

2.2 The site has direct access to The Manorway (A1014) which connects to the A13 approximately 3 km to the west. The A13 westbound provides access to London, connecting to the motorway network via Junction 30 of the M25. Eastbound, the A13 provides a connection to Southend.

2.3 On the site of the former Shell Haven oil refinery, the Logistics Park has become a world leading logistics centre sitting alongside the London Gateway Port ('the Port'), the UK's fastest growing deep-sea container terminal, located on the north bank of the River Thames just 25 miles from central London. The Port was approved under a Harbour Empowerment Order while the provision of altered rail facilities was approved under the Harbour Empowerment Order and also a further Order under the Transport and Works Act 1992. The first three berths of the Port are operational and berth four is currently under construction. The Port development is unaffected by the Local Development Order (LDO).

2.4 A total of 337,225 sqm of development has been completed or is committed under LDO1.

3. Issues, Options and Analysis of Options

3.1 LDOs provide permitted development rights for specified types of development in defined locations. They are flexible and locally determined tools that local planning authorities can use to help accelerate the delivery of appropriate development in the right places. LDOs can help enable growth by positively and proactively shaping sustainable development in their area. They can play an important role in incentivising development by simplifying the planning process and making investment more attractive.

- 3.2 LDO1 has been successful in streamlining the planning process by removing the need for developers to make a planning application. LDO1.5 will continue to help accelerate the delivery of appropriate development on the remainder of the Park, particularly where it will promote economic, social or environmental gains for the area. It provides greater flexibility and certainty to developers, occupiers and other users of the Park on what will be permitted and in so doing is designed to improve investor confidence and help realise the complete regeneration of the site.

LDO1.5

- 3.3 LDO1.5 is proposed to establish permitted development allowances for specified categories of employment-generating development, associated floorspace and supporting/ancillary development, reflecting the 337,225 m² that has already been permitted on site as well as making provision for up to a further 85,000 m² of B8 floorspace.
- 3.4 The boundary of LDO1.5 is similar to that for LDO1 but excludes land known as the 'Tongue Land' in the southwestern corner of the Logistics Park as the infrastructure works have been completed and no further development is proposed in this area. Additional land (approximately 7ha) is included around the former Gateway Energy Centre reflecting the reduced land requirement for the Battery Energy Storage System (BESS) on this site.
- 3.5 The development to be permitted by LDO1.5 will be subject to conditions and limitations forming Schedule(s) to the Order and will be in four parts comprising:

Part 1

- The erection, extension, or alteration of buildings consisting of:
 - o warehouse (B8) not to exceed 411,439m²;
 - o general industrial (B2), research and development (E(g)(ii) and/or light industrial buildings E(g)(iii) not to exceed 7,586m²;
 - o office buildings (E(g)(i)) not to exceed 3,200m².

Part 2

- Changes of use of any building between the Use Classes set out in Part 1 and subject to the floorspace limits (above);

Part 3

- Associated infrastructure, including – internal access roads, vehicle parking and servicing, hard and soft landscaping, foul and surface water drainage infrastructure, vehicle refuelling and washing facilities, utilities infrastructure (telecoms, gas, electricity, water), CCTV and lighting;

Part 4

- Site preparation works - including remediation and land raising.

- 3.6 The conditions also refer to four compliance documents which give additional detailed controls. These are:

- The London Gateway Logistics Park LDO1.5 Design Code: The Design Code sets out the minimum standards to be applied to the building plots, infrastructure and amenity space on site developed pursuant to LDO1.5. Its purpose is to ensure that a high and consistent standard of design is maintained throughout the logistics park to provide a sustainable and stimulating working environment whilst at the same time enabling the diverse requirements of individual occupiers to be met.

- The London Gateway Logistics Park LDO1.5 Code of Construction Practice (CoCP): This document provides a framework for compliance for all site preparation and construction works and applies to all parties involved in the construction of development permitted under LDO1.5. It establishes site-wide codes of practice and protocols, detailed work methodologies and provides a framework for the management of environmental impacts including specific control measures for managing noise, and impacts upon air quality, water resources, ecology and archaeology.

- The London Gateway Logistics Park LDO1.5 Ecological Mitigation and Management Plan (EMMP): This document provides a framework for compliance identifying mitigation, management, surveillance, and monitoring protocols for terrestrial ecology in the off-site habitat creation areas

3.7 - The London Gateway Logistics Park LDO1.5 Travel Plan: This document includes a range of measures to reduce the impact of the development on local communities and the strategic and local highways networks through encouraging greater use of modes of sustainable transport, minimising movements by road, particularly during peak periods and reducing local traffic impacts.

3.8 All documents have been updated from those published under LDO1 to take account of works that have been completed and any changes in legislation. Other notable changes are:

- Proposed increase to the threshold for the level of development that can be occupied prior to the practical completion and commissioning of the single common user siding from 400,000 sqm to 415,000sqm. This allows for more detailed consideration to be given to future requirements through the development of LDO2, whilst still allowing a limited amount of additional development to come forward.
- A restriction on the amount of floorspace that can be occupied as a 'High Intensity Parcel Service' i.e. a business where the primary activity is the storage, packaging and delivery of parcels to residential and business users for and on behalf of multiple independent sellers. These uses generate higher traffic movements than other B8 uses and therefore LDO1.5 imposes a limit of 40,000 sqm for such uses noting that approximately 37,000sqm of this allowance has already been utilised by UPS's existing operations.

Consultation on LDO1.5

PUBLICITY:

3.9 This application has been advertised by way of individual neighbour notification letters sent to 484 nearby owner/occupies, press advert and site notices.

3.10 Two representations have been received raising objection to the proposal for the following reasons:

- Development too large;
- Noise & pollution from HGVs;
- Sound barrier installed on Manorway outdated and too low to divert sound;
- Reduced speed limit should be imposed;
- Safety concerns – speed of vehicles and proximity to gardens.

CONSULTATION RESPONSES:

3.11 Detailed below are 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 <https://www.thurrock.gov.uk/london-gateway-development/local-development-order-2024>

3.12 ANGLIAN WATER

No objection

Suggested updates to Draft Design Code to promote sustainable drainage strategies so that opportunities such as rainwater harvesting are maximised.

Officer Comment: Design Code updated in response to the comments received from Anglian Water to include reference to a rainwater harvesting system being used to supply all toilets within buildings; and to non-potable water being used for HVG wash facilities unless it can be demonstrated that it is unviable.

3.13 BASILDON BOROUGH COUNCIL

- Need to understand wider impacts the development will have in terms of demand for employment and industrial space elsewhere in South Essex sub-region.
- Transport links to and from the site would need to be considered from within and beyond Thurrock.

Officer Comment: The response from Basildon Council would appear to have been written on the understanding that the proposal is for an additional 85,000sqm of Use Class B8 floorspace above the total amount originally consented under LDO1. Written clarification has been provided to confirm that the 85,000 sqm is not proposed in addition to the 829,700 sqm floorspace previously consented.

3.14 BRITISH PIPELINE AGENCY

Safety requirements for development in close proximity to pipeline to be followed.

3.15 DARTFORD COUNCIL

No objection

3.16 DP WORLD LONDON GATEWAY

No objection

3.17 ENVIRONMENT AGENCY

- Accept the continued use of flood risk data (included in the Council's Strategic Flood Risk Assessment dated June 2018) to cover the interim period, until LDO2 is submitted or for 12 months, whichever is sooner.
- The ecological information acceptable given the prior clearance of the site for the original development.
- Proposed HGV wheel washing facilities acceptable.
- Environmental Permits may be required and regulatory position should be followed.

Officer Comment: CoCP updated to include reference to the Environment Agency's replacement Land Contamination Risk Management (LCRM) guidance.

3.18 ESSEX COUNCIL – ARCHAEOLOGY

Consider it is unlikely that something of national significance will be identified however requested amendments to the Heritage Statement to clarify that this cannot be ruled out at this stage. Supportive of the proposed archaeological process and mitigation.

3.19 GRAVESHAM BOROUGH COUNCIL

No objection.

3.20 HISTORIC ENGLAND

No in principle objection given this is an extension to an existing proposal.

3.21 MEDWAY COUNCIL

No objection.

3.22 NATIONAL HIGHWAYS

No objection to LDO1.5 on the basis that:

- Travel Plan requirements for end occupier communicated with suitable prior notice.
- Condition proposed in LDO1.5 restricting the amount of floorspace in use as a High Intensity Parcel Delivery Service to 40,000sqm is retained.

Recognised outstanding S106 Obligation from LDO1 to deliver a mitigation scheme at M25 Junction 30. Given the scale of proposals, accepted that this can be reviewed as part of LDO2.

Officer Comment: Prior notification Form updated to require confirmation that Travel Plan requirements communicated to end occupiers.

3.23 NATURAL ENGLAND

If undertaken in strict accordance with the submitted details, then not likely to have a significant effect on the interest features for which Thames Estuary & Marshes SPA/Ramsar site and Benfleet & Southend Marshes SPA/Ramsar site have been classified.

3.24 PORT OF LONDON AUTHORITY

Supports approach in the draft CoCP which seeks wherever possible to minimise the transport of construction material by road.

3.25 THURROCK COUNCIL – EDUCATION

No comment

3.26 THURROCK COUNCIL – LANDSCAPE, ARBORICULTURE & ECOLOGY

- Draft EMMP appropriate for LDO1.5 but will require more thorough update for LDO2.
- HRA assessment and conclusions appropriate.
- Landscape elements accord with previously approved Design Code which will ensure consistency.

3.27 THURROCK COUNCIL - RIGHTS OF WAY

No objection

3.28 THURROCK COUNCIL – TRANSPORTATION

Further consideration of transportation matters to be carried out as part of LDO2.

Assessment of LDO1.5

1. Principle of development

- 3.29 London Gateway is located on the site of the former Shell Haven oil refinery, the redevelopment of which is a longstanding policy aspiration that remains central to planning strategies for Thurrock.
- 3.30 The adopted Core Strategy and Policies for Management of Development (2015) supports major logistics, import-export based employment development at London Gateway to secure the long-term future of the industry in Thurrock and identifies London Gateway as one of five 'Key Strategic Economic Hubs' where the Council will promote and support economic development.
- 3.31 The Local Plan Issues and Options (Stage 2), published in 2019, notes that the main employment sectors in the Borough are transport and logistics, port functions and retail. The strength of these sectors reflects some of Thurrock's key locational advantages, such as its close proximity to London and international gateways (ports and airports), which make it an attractive proposition for continued inward investment and job creation.
- 3.32 The Local Plan: Initial Proposals Consultation (Regulation 18) was published for consultation in December 2023. It includes proposals for a western extension to the London Gateway Logistics Park to provide land for future expansion. This land (part of Great Garlands Farm) is currently used for ecological mitigation and management in connection with development permitted by LDO1 and secured by the EMMP. LDO1.5 would similarly secure this land for ecological mitigation and management.

- 3.33 The emerging Local Plan is at a very early stage of development and therefore the proposed allocation of land at Great Garlands Farm would attract limited weight in the decision-making process. Should the Council decide to progress with the allocation, an assessment of the extent to which this land impacts on the functionality of the adjoining land as mitigation for development permitted by the LDO land would need to be undertaken before an allocation could be confirmed.
- 3.34 The continued development of London Gateway as a Port and as a Logistics Park has been supported at the highest level of Government for many years and is embedded in Thurrock's Core Strategy. The objectives of LDO1.5 are in line with the Council's aspirations and policies for London Gateway.

2. Highways

- 3.35 The Transport Statement shows that the forecast daily vehicle trip generation associated with the limited additional development to be permitted by LDO1.5, which has been based on recent surveys of the existing Logistic Park and the Port, is materially less than that assessed for LDO1 (which assumed full development of the Park). Furthermore, development traffic is dispersed much more equally across the day than forecast for LDO1, with the significant development peaks assessed for LDO1 not transpiring in practice.
- 3.36 An assessment of the change in traffic through off-site junctions has been completed and the analysis demonstrates that LDO1.5 would generate a lower number of traffic movements through each of the assessed junctions than was modelled for LDO1.
- 3.37 In terms of this proposal, the additional 85,000 sqm of floorspace proposed by LDO1.5 amounts to only 10.2% of the previously consented LDO1 floorspace. Furthermore, works to mitigate transport impacts from the Logistics Park have been undertaken in anticipation of the full LDO1 development coming forward, which would suggest that the highway network is capable of accommodating the additional traffic from the LDO1.5 development without resulting in significant impacts on the environment.
- 3.38 National Highways acknowledge the limitation on floorspace occupied by businesses offering a high intensity parcel delivery service and the requirement for an 'Occupier Travel Plan' to be submitted for approval by the London Gateway Travel Plan Committee. In relation to the outstanding obligation to deliver a mitigation scheme at M25 Junction 30, given the scale of the proposals for LDO1.5, National Highways are content to discuss how this obligation can be satisfied as part of LDO2. On the basis of the above comments, National Highways confirm that they raise no objection to LDO1.5.

3. Heritage Impact

- 3.39 The impact of 829,700sqm of commercial development on the site was previously assessed as part of LDO1 which concluded that it would not result in significant adverse effects on heritage. To date 337,225sqm of this floorspace has been completed or consented. The current proposals for LDO1.5 seek consent for an additional 85,000sqm of floorspace which is a fraction of what was previously considered acceptable. The proposals must now also be considered in the context of a site that is significantly developed.

- 3.40 The Heritage Statement identifies sixteen listed buildings which lie within the 1 km study area, the majority located within Fobbing and Corringham Conservation Areas to the north-west of the site. Given that the site is extensively screened by the existing development on site and the remaining development plots would be developed in accordance with measures set out in the CoCP and the Design Code, the Heritage Statement concludes that the proposal would either result in no harm to the setting and therefore the significance of the designated heritage assets, or at worst would be at the low end of the scale of less than substantial harm.
- 3.41 The Heritage Statement identifies that Historic Landscape Unit 2, (within which the site is located) will be affected by temporary traffic noise and visual intrusion during construction. However, with the mitigation proposed in the CoCP, the report concludes that it would represent less than substantial harm with regard to the impact on the historic landscape.
- 3.42 Historic England accept the conclusions of the submitted Heritage Statement and raise no objection to the proposal.
- 3.43 Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset or its setting, paragraph 208 of the National Planning Policy Framework (December 2023) makes it clear that this harm should be weighed against the public benefits of the proposal. LDO1.5 is promoted on the basis that any such harm is clearly outweighed by the considerable public benefits of the development which the LDO permits. These include economic benefits not only to the borough through the provision of substantial employment opportunities and spend in the local area as well as the regeneration of the remainder of the former oil refinery site, but also more widely through the association with the Port which has regional and national significance for the UK economy, forming an essential component of Thames Freeport.
- 3.44 The Heritage Statement sets out that in the majority of cases, it is expected that construction activities undertaken within the parameters set out in LDO1.5 would not have a significant impact on archaeological sites due to the planned thickness of artificially raised ground that would cover each plot by the time it is developed. Localised impacts (such as piling) may occur on undeveloped plots. Should an archaeological feature be encountered, its importance could range from local to (at worst case) national significance in the unlikely event that a site of high importance is discovered.
- 3.45 It is noted that none of the plots developed to date have required archaeological mitigation and, as long as each future plot design is compliant with the CoCP, no mitigation will be required on future plots either. Conditions within the CoCP ensure that an appropriate procedure is followed to protect archaeological resources. Essex Council (Archaeology) agree that it is unlikely that something of national significance will be identified and support the proposed archaeological process and mitigation.

4. Ecology and Nature Conservation

- 3.46 The majority of the Logistics Park has been cleared of ecological interest and species present on the site translocated to various receptor sites as the site has been developed.
- 3.47 As required by the Habitats and Species Regulations 2017 (as amended), a Habitats Regulations Assessment (HRA) has been prepared to identify any likely significant effects the

proposed development may have on internationally significant statutory designated sites of nature importance.

3.48 The following relevant sites are identified in the HRA located within 10km:

- Thames Estuary and Marshes SPA;
- Thames Estuary and Marshes Ramsar;
- Benfleet and Southend Marshes SPA; and
- Benfleet and Southend Marshes Ramsar.

3.49 Natural England are satisfied that the submitted HRA has considered all relevant protected sites.

3.50 The ecological features relevant to the HRA are wintering birds, invertebrates and scarce plants. Significant mitigation works have been undertaken as part of the port and logistics park development. This includes habitat creation to benefit invertebrates in the London Gateway ecological mitigation areas, translocation of scarce plant species and the creation of a large area of mudflat habitat to benefit bird populations at Stanford Wharf Nature Reserve.

3.51 The EMMP, alongside measures included in the other compliance documents ensure the future protection of ecological features. Natural England confirm that they are satisfied with the proposed monitoring and mitigation measures presented in LDO1.5.

5. Flood Risk

3.52 There are currently 14 plots completed on the site and an additional three have been consented and expected to be completed in 2024/25. Drainage infrastructure exists in the form of a network of swales across the Park and a 3.1ha balancing pond (Carter's Bay Lagoon) and associated pumping station. Consent has been granted to raise the land within the undeveloped plots under LDO1.

3.53 The main risk of flooding to the site is from tidal flooding through a combination of high tide and storm surges. The site is located within Flood Zone 3 (High probability of flooding) which at this location represents land with greater than a 1 in 200 (0.5%) annual exceedance probability (AEP) of flooding in the absence of flood defences. The extent of Flood Zone 3 does not consider the presence of flood defence assets and therefore does not account for the significant flood defence provided by the adjacent port area to the south as well as the wider Thames Tidal Defences (TTD).

3.54 As identified on the Environment Agency mapping tool, the entirety of the site is located in an area with reduced flood risk due to the presence of flood defences. With the benefit of these defences, the flood risk at the facility is considered to be significantly lower than typically associated with Flood Zone 3.

3.55 The Flood Risk Assessment (FRA) concludes that flood risks from fluvial, tidal, surface water, groundwater and artificial sources are considered to be low. It identifies the primary mitigating factors with regard to flood risk as the existing flood defences which are managed strategically across a wider area around the site, the raising of ground levels and FFLs, and the drainage strategy implemented across the site.

- 3.56 The Environment Agency have confirmed that they accept the continued use of the Thurrock Borough Council Strategic Flood Risk Assessment published in June 2018 for the assessment of development to be permitted by LDO1.5.

6. Other Matters

- 3.57 Concerns have been raised by two residents regarding the impact of HGVs on their living environment as a result of noise and pollution. As noted above, the forecast daily vehicle trip generation associated with the proposal is materially less than that assessed for LDO1, which was previously considered to be acceptable. As such, it is not considered that the proposal would result in an unacceptable impact on residential amenity. This issue will be addressed further as part of the preparation of LDO2.
- 3.58 Concerns have been raised by a resident regarding the speed of vehicles on the Manorway and proximity to residential gardens of properties fronting Thames Haven Road. The Transport Statement considers Personal Injury Collision (PIC) data between May 2019 and April 2023. It concludes that the number and nature of incidents recorded within the assessed area does not indicate any existing highways safety issues that would warrant mitigation as part of LDO1.5

7. Section 106 Legal Agreement

- 3.59 In addition to the changes detailed in the Heads of Terms, the following updates are proposed:
- Addition of Monitoring Fee of £10,000 a year.
 - Obligation to implement M25 Junction 30 mitigation scheme updated to reflect current circumstances.

4. **Reasons for Recommendation**

- 4.1 LDO1.5 will continue to help accelerate the delivery of appropriate development on the remainder of the Logistics Park, promoting economic, social and environmental gains for the area. It provides greater flexibility and certainty to developers, occupiers and other users of the Park on what will be permitted and in so doing is designed to improve investor confidence and help realise the complete regeneration of the site.
- 4.2 LDO1.5 is an appropriate interim measure (valid for 1 year or until LDO2 is made, whichever is earlier) for securing planning consent pending consideration of LDO2.

5. **Consultation (including Overview and Scrutiny, if applicable)**

This application has been advertised by way of individual neighbour notification letters sent to 484 nearby owner/occupies, statutory and non-statutory consultees, press advert and site notices. The responses received are reported above.

The full version of each consultation response can be viewed on the Council's website via public access at the following link <https://www.thurrock.gov.uk/london-gateway-development/local-development-order-2024>

6. Impact on corporate policies, priorities, performance and community impact

People

- 6.1 The London Gateway Logistics Park will continue to provide employment during construction and operation.

Place

- 6.2 The London Gateway Logistics Park is a world leading logistics centre sitting alongside the London Gateway Port, the UK's fastest growing deep-sea container terminal, located on the north bank of the River Thames just 25 miles from central London.

Prosperity

- 6.3 LDO1.5 will continue to help accelerate the delivery of appropriate development on the remainder of the Logistics Park, promoting economic, social or environmental gains for the area.

7. Implications

7.1 Financial

Implications verified by: **Laura Last**
Finance Manager
29/01/2024

There is a commitment from DP World to cover the Council's costs in respect of the making of the LDO. If the LDO is made the costs associated with the prior notification procedure will be covered by fee income.

LDO1.5 will continue to help accelerate the delivery of appropriate development on the remainder of the Logistics Park, promoting economic, social and environmental gains for the area. It provides greater flexibility and certainty to developers, occupiers and other users of the Park on what will be permitted and in so doing is designed to improve investor confidence and help realise the complete regeneration of the site to the socio-economic benefit of Thurrock and the wider sub-region.

7.2 Legal

Implications verified by: **Caroline Robins**
Locum Principal Planning Solicitor
29/01/2024

The local planning authority has carried out appropriate consultation. Mitigation has been recommended.

The Local Development Order will secure the applicable mitigation measures and the development will be required to be implemented accordingly.

7.3 Diversity and Equality

Implications verified by: **Roxanne Scanlon**
Community Engagement & Project Monitoring Officer
26/01/2024

There are no direct diversity implications noted in this report. Local residents were notified directly of the opportunity to take part in consultation, no negative impacts were identified through this consultation.

7.4 Risks

The key risk is that if the interim LDO is not made it will delay the continuing delivery of appropriate development on the remainder of the Logistics Park, which will promote economic, social and environmental gains for Thurrock and the wider sub-region.

7.5 Other implications (where significant) – i.e. Staff, Health Inequalities, Sustainability, Crime and Disorder, or Impact on Looked After Children.

None identified.

8. Background papers used in preparing the report (including their location on the Council's website or identification whether any are exempt or protected by copyright):

- London Gateway Logistics Park: Flood Risk Assessment (November 2023).
- London Gateway Logistics Park: Heritage Statement (January 2024).
- Report to Inform a Habitats Regulations Assessment: London Gateway Logistics Park Local Development Order 1.5 (November 2023).
- London Gateway Logistics Park Local Development Order 1.5: Transport Statement (January 2024).

The background papers can be viewed on the Council's website via public access at the following link <https://www.thurrock.gov.uk/london-gateway-development/local-development-order-2024>

9. Appendices to the report

- London Gateway Logistics Park Local Development Order 1.5: Statement of Reasons (February 2024).
- Local Development Order 1.5 (February 2024).
- Appendix 1: London Gateway Logistics Park Local Development Order 1.5: Local Development Order Boundary (February 2024).
- Appendix 2: London Gateway Logistics Park Local Development Order 1.5: Code of Construction Practice (February 2024).
- Appendix 3: London Gateway Logistics Park Local Development Order 1.5: Design Code (February 2024).

- Appendix 4: London Gateway Logistics Park Local Development Order 1.5: Ecological Mitigation and Management Plan (February 2024).
- Appendix 5: London Gateway Logistics Park Local Development Order 1.5: Travel Plan (February 2024).
- Appendix 6: London Gateway Logistics Park Local Development Order 1.5: Code: Prior Notification Form (February 2024).
- Heads of Terms (February 2024).

Report Author:

Rachel Murrell

Consultant Planning Officer