

Reference: 18/00404/FUL	Site: Land east of Purfleet Thames Terminal and south of railway line London Road Purfleet
Ward: West Thurrock and South Stifford	Proposal: Development of a car storage building with associated site works and ecological mitigations.

Plan Number(s):		
Reference	Name	Received
6169_SK001	Redline Plan	15.03.18
6169_SK002	Location Plan	15.03.18
L898-BLP-00-GF-DR-S-0002 Rev. P03	Car Storage Site Plan	15.03.18
L898-BLP-00-GF-DR-S-0003 Rev. P01	Car Storage Site Plan - (Planning)	15.03.18
L898-BLP-00-00-DR-S-0001 Rev. P02	Car Storage – Ground Floor	15.03.18
L898-BLP-00-01-DR-S-0001 Rev. P02	Car Storage – First Floor	15.03.18
L898-BLP-00-02-DR-S-0001 Rev. P02	Car Storage – Second Floor	15.03.18
L898-BLP-00-03-DR-S-0001 Rev. P02	Car Storage – Third Floor	15.03.18
L898-BLP-00-04-DR-S-0001 Rev. P02	Car Storage – Fourth Floor	15.03.18
L898-BLP-00-05-DR-S-0001 Rev. P02	Car Storage – Fifth Floor	15.03.18
L898-BLP-00-06-DR-S-0001 Rev. P02	Car Storage – Sixth Floor	15.03.18
L898-BLP-00-ZZ-DR-S-0101 Rev. P01	Typical Fire Egress Stair Details	15.03.18
L898-BLP-00-ZZ-DR-S-0102 Rev. P01	Typical Fire Fighting Lift and Fire Egress Stair Details	15.03.18
L898-BLP-00-ZZ-DR-S-1001 Rev. P01	North Elevation	15.03.18
L898-BLP-00-ZZ-DR-S-1002 Rev. P01	East Elevation	15.03.18
L898-BLP-00-ZZ-DR-S-1003 Rev. P01	South Elevation	15.03.18
L898-BLP-00-ZZ-DR-S-1004 Rev. P01	West Elevation	15.03.18
L898-BLP-00-ZZ-DR-S-1005 Rev. P01	Section 1-1	15.03.18
L898-BLP-00-ZZ-DR-S-1006 Rev. P01	Section 2-2	15.03.18
L898-BLP-00-ZZ-DR-S-1007 Rev. P01	Section 3-3	15.03.18
L898-BLP-00-VS-DR-S-0001 Rev. P01	3D View and Standard Notes	15.03.18

The application is also accompanied by:

- Archaeological and Geo-archaeological Evaluation;
- Design and Access Statement;
- Environmental Statement;
- Flood Risk Assessment;
- Landscape and Visual Appraisal;

<ul style="list-style-type: none"> • Planning Statement; • Preliminary Risk Assessment, • Site Waste Management Report; • Transport Assessment; • Waste Assessment Report; and • Waste Hierarchy and Regulatory Constraints Report. 	
Applicant: Purfleet Real Estate Ltd	Validated: 22 March 2018 Date of expiry: 21 July 2018
Recommendation: Grant planning permission, subject to conditions.	

1.0 DESCRIPTION OF PROPOSAL

Background

- 1.1 The Purfleet Thames Terminal (PTT) is owned by Purfleet Real Estate and operated by C.RO Ports London Ltd. C.RO Ports have operated the site since 1992. The existing PTT site extends to c.42 Ha in area and in 2017 handled approximately 420,000 trailers and containers and the import / export of some 235,000 vehicles. The terminal is served by a roll-on roll-off (RO-RO) jetty which can accommodate two vessels. The jetties were refurbished earlier this year. The terminal is served by sailings to and from Rotterdam and Zeebrugge with approximately 1,200 vessel calls annually.
- 1.2 In summary, this application proposes the construction and operation of a car storage building to be used for the temporary storage of cars associated with the operation of the existing Terminal. The main elements of the proposals are summarised in the table below:

Site Area	5.3 Ha
Floorspace	210,000 sq.m. (GIA)
Building Height	c. 21.4m (top deck) c. 26m (top of stair / lift enclosures) c. 30.4m (top of lighting columns on top deck)
Car Storage Capacity	Ground Floor: 1,294 spaces First Floor: 1,239 spaces Second Floor: 1,471 spaces Third Floor: 1,471 spaces Fourth Floor: 1,471 spaces Fifth Floor: 1,471 spaces Six Floor (roof top): 1,471 spaces

TOTAL: 9,888 spaces

- 1.3 The proposed building would comprise a steel-framed decked structure providing car storage across seven levels, including at roof top level. The building would measure a maximum of c.173m (east-west) and c.207m (north-south). Space for the loading and unloading of car transporters would be provided within the building along with internal ramps to access between floors.
- 1.4 The building would be accessed from its northern elevation and linked to the rest of the Purfleet Terminal via a new access road (not yet constructed) which was granted planning permission in 2016 (ref. 16/00644/FUL). Areas for ecological mitigation are proposed, principally located adjacent to the eastern, west and southern boundaries.
- 1.5 Within the submitted Planning Statement the applicant notes that the development is *"required in order to sustain commercial activity in the face of transformational political and economic conditions and associated changes to the port's operational requirements"*. The Statement notes that the applicant is *"currently faced by an unprecedented situation in the form of Brexit ... and in particular the need to accommodate new and increased customs requirements at UK ports, has driven a need for more storage facilities at the Terminal. The distribution model for international vehicle movements is projected to change, with the strong likelihood that more vehicles will need to be held in UK ports awaiting dispatch"*. The proposed car storage therefore responds to the potential for longer dwell-times.

2.0 SITE DESCRIPTION

- 2.1 The site comprises a roughly triangular-shaped land parcel bordered by the Purfleet – Grays railway line to the north, Stonehouse Sewer (main river) 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 crossed the site from north-east to south-west. This siding was partially covered by a long shed building and a series of storage silos were positioned at the end of the siding. The railway sidings and associated structures have now been removed. The site is unused and largely overgrown with vegetation. This part of the site extends to approximately 5.3Ha in area. The site is located within the high risk flood zone (Zone 3a), although benefits from tidal defences adjacent to the River Thames. The site is allocated as land for new development within a primary industrial and commercial area.

3.0 RELEVANT HISTORY

Ref.	Description of Proposal	Decision
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 carriageway 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 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
16/01698/FUL	Full planning permission for the demolition of existing buildings and structures and the erection of new buildings, structures, port infrastructure (including road, railways, tracks, gantries and surfacing) landscaping,	Approved

	<p>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>	
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- 3.1 Planning permission was granted in July 2016 (ref. 16/00644/FUL) for the construction of a new section of road located parallel with, and south of the railway line, to link the existing Purfleet terminal (to the west) with the current application site. This permission has not been implemented although the details for a number of pre-commencement planning conditions have been discharged. The time limit for implementation of this planning permission expires in July 2019.
- 3.2 More recently in May 2017 planning permission was granted (ref. 16/01698/FUL) for a re-organisation and expansion of existing terminal activities, including new areas of open storage for trailers, containers and cars on additional land adjacent to existing port operations. The current application site forms part of this 2017 permission and the approved site layout plan shows an area for the storage and transfer of containers, trailers and cars on the site, with an area of retained and new habitat creation adjacent to the eastern, western and southern boundaries.
- 3.3 It is also notable that the applicant has recently secured planning permission for development within and adjacent to the existing Terminal as follows:

<p>Purfleet Farm site (south of London Road, east of Jurgen’s Road):</p>
<p>11/50431/TTGETL Extension of time limit to implement permission ref.- 07/01217/TTGOUT (Mixed use development of B2 (general industry) and B8 (storage and distribution)).</p>
<p>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).</p>
<p>14/01392/FUL Use of part of land for vehicular storage for use in association with Purfleet Thames</p>

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.

Former ExxonMobil Site:

14/01387/FUL

Use of part of the land for vehicular storage for use in association with Purfleet Thames Terminal, formation of hardstanding, associated infrastructure works including erection of lighting and CCTV columns, erection of fencing, drainage infrastructure on land at the former Exxon Mobil Lubricants site, London Road, Purfleet.

Former Paper Board Mills Site:

15/00268/FUL

Use of land for vehicular storage, formation of hardstanding and associated infrastructure works including erection of lighting and CCTV columns, erection of fencing, and drainage infrastructure on land at the former Paper Mills site, London Road, Purfleet.

Land at and adjacent to Stonehouse Corner junction:

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.

Land at northern part of Purfleet Terminal:

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.

Terminal Jetties:

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.

Land at existing Terminal, including land at former Paper Board Mills site, former ExxonMobil site, Purfleet Farm site and the current (former Unilever site):

16/01698/FUL

Full planning permission for the demolition of existing buildings and structures and the erection of new buildings, structures, port infrastructure (including road, railways, tracks, gantries and surfacing) landscaping, drainage, and other ancillary works in association with continued use of the port for the storage and transfer of trailers, containers and cars, including the erection of a car storage building on the former Paper Mills land, a workshop in South Park, and a new areas of open storage and transfer trailers, containers and cars on land at Purfleet Farm and south of the railway line. Outline planning permission for the expansion of the existing Pre-Delivery Inspection Building.

- 3.4 The above planning history is relevant in that parts of the Port 'estate' (Purfleet Farm / former Paper Board Mills site / former ExxonMobil site) benefit from more than one planning permission. In order to inform a robust assessment, the Environmental Statement (ES) accompanying the application includes a cumulative assessment of these extant permissions as well as the submitted Purfleet Centre redevelopment proposal.

4.0 CONSULTATIONS AND REPRESENTATIONS

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

4.2 PUBLICITY:

This application has been advertised by way of individual neighbour notification letters, press advert and site notice. The application has been advertised as a major development accompanied by an Environmental Statement. No responses have been received.

- 4.3 The following consultation replies have been received.

4.4 ENVIRONMENT AGENCY:

No objections, subject to planning conditions to address ground contamination.

4.5 ESSEX FIRE & RESCUE SERVICES:

Access appears to be satisfactory. Detailed observations are offered referring to water supplies and the use of sprinkler systems.

4.6 HIGHWAYS ENGLAND:

Offer no objection.

4.7 NATURAL ENGLAND:

No objection in relation to statutory nature conservation sites. Advice is offered in relation to protected species etc.

4.8 ENVIRONMENTAL HEALTH:

Air Quality – No objections – the impacts of the proposals are not significant.

Contaminated Land – the recommendations within the submitted risk assessment are agreed.

Construction – a planning condition requiring a CEMP is recommended.

4.9 FLOOD RISK MANAGER:

Raise a holding objection on the basis of perceived inadequacies in the surface water drainage strategy, limitation of run-off rates, storage capacity, pump failure considerations and water quality.

4.10 HIGHWAYS:

No objections, subject to planning conditions requiring a CEMP and substantial completion of the new access arrangements (ref. 16/01574/FUL) prior to operational use.

4.11 LANDSCAPE & ECOLOGY:

No objections. The proposal will have low or negligible impact on landscape receptors and there will be no significant additional ecological impacts compared to the consented scheme,

4.12 HEALTH & SAFETY EXECUTIVE:

The site is located within the 'outer' consultation zone drawn around the Vopak West Thurrock hazardous installation and also the 'inner', 'middle' and 'outer' zones drawn around the Civil and Marine Slag Cement Ltd hazardous installation. Accordingly, the details of the application have been interrogated using the HSE's planning advice web app. On the basis of the proposals being considered as 'parking areas' the HSE do not advise on safety grounds against granting planning permission.

5.0 POLICY CONTEXT

5.1 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

5.2 Local Planning Policy

Thurrock Local Development Framework (2015)

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. The following policies apply to the proposals:

OVERARCHING SUSTAINABLE DEVELOPMENT POLICY

- 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 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)

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. Consultation on an Issues and Options (Stage 2 Spatial Options and Sites) document will be undertaken in 2018.

Thurrock Design Guide

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

- Commerce and Industry Typology.

6.0 ASSESSMENT

6.1 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. Description of Reasonable Alternatives and Design Iteration;
4. Description of Proposed Development;
5. Ecology and Nature Conservation;
6. Traffic and Transport;

7. Air Quality;
8. Noise and Vibration;
9. Cumulative Assessment;
10. Mitigation Measures.

6.2 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.

6.3 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 as necessary.

6.4 The issues for consideration in this case are:

- 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.

I. PRINCIPLE OF THE DEVELOPMENT

6.5 With reference to the Core Strategy Local Plan policies map the site is designated as employment land and allocated as 'Land for New Development in Primary (Employment) Areas'. Core Strategy policies CSSP2 (Sustainable Employment Growth) and CSTP6 (Strategic Employment Provision) apply to the site. Spatial

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

- 6.6 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"*.
- 6.7 The application site (Unilever land) does not currently form part of the operational Terminal. However, there is an extant planning permission (ref. 16/01698/FUL) for use of the site as surface storage and transfer of containers, trailers and cars. In simple terms the proposed development would comprise a more intensive use of the site compared to the approved scheme. Nevertheless, the principle of the proposed land use is compatible with surrounding land uses and has already been accepted. Accordingly there are no objections under this heading.

II. TRAFFIC & TRANSPORT IMPACT

- 6.8 When the 'site-wide' planning application (16/01698/FUL) was considered by Planning Committee in April 2017 the accompanying report presented the current baseline of the Terminal, potential Terminal capacity, trip generation and subsequent impacts on the highways network.

6.9 With reference to existing baseline conditions, 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. This access is used by/for:

- all HGVs associated with freight (trailers, containers and other cargo);
- staff and visitors associated with the Terminal;
- the departure of cars 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.

6.10 There is 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 access onto Jurgen’s Road is used by the Terminal for:

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

6.11 Existing cargo (vehicles, trailers and containers) imported into the terminal is unloaded via the two river berths and stored at the North and South park areas. Containers and trailers are stored closest to the berths, with more easily moved vehicles stored further from the berths.

6.12 The baseline of new Terminal capacity established by the ‘site-wide’ planning permission and as presented to Planning Committee in April 2017 is set out in the table below:

<u>Cargo</u>	<u>Terminal Location</u>	<u>Previous Permissions</u>	<u>2017 Permission (16/01698/FUL)</u>	<u>Assumed Additional Capacity</u>
Vehicles	Purfleet Farm	2,290	436	-1,854
	former Exxon site	1,652		-1,652
	Unilever land		2,500	+2,500
	former Paper Board Mills site	1,836	8,800	+6,694
	TOTAL	5,778	11,736	+5,958

Trailers	Purfleet Farm			
	former Exxon site	22	87	+65
	Unilever land			
	former Paper Board Mills site			
	TOTAL	22	87	+65
Containers	Purfleet Farm			
	former Exxon site	195	170	-25
	Unilever land			
	former Paper Board Mills site			
	TOTAL	195	170	-25

- 6.13 Therefore, assuming that the 2017 'site-wide' planning permission is implemented in preference to the 'previous permissions' (i.e. the individual planning permissions for the Purfleet Farm, former Exxon and former Paper Board Mills sites) there would be an increase of 5,958 in vehicle storage capacity and relatively small changes to trailer capacity (+65) and container capacity (-25). The permitted increase in vehicle storage capacity is largely associated with a decked car storage building located on the former Paper Board Mills site.
- 6.14 The current proposal would involve a more intensive use of the Unilever land for vehicle storage. The 2017 permission assumes 2,500 vehicle spaces at surface level whereas the current scheme would provide 9,888 spaces in a decked building, an increase of 7,388. If the current proposal and 2017 permission (as amended by the current scheme) were to be implemented vehicle storage capacity at the Terminal would increase by 13,346.
- 6.15 When Planning Committee considered the site-wide proposals in April 2017 proposals for new access arrangements (ref. 16/01574/FUL) and a new bridge within the Terminal over the railway line (ref. 16/01582/FUL) were also considered and approved. If implemented, these elements would relocate access into the Terminal via a new arm from the Stonehouse Corner roundabout, thereby reducing HGV movements along London Road and avoiding an Air Quality Management Area. A planning condition of the site-wide approval requires no increase in Terminal capacity until the new access arrangements (16/01574/FUL) are operational.
- 6.16 The Transport Assessment submitted with this application forecasts that the current proposal will generate 118 two-way daily HGV movements on the public highway, with a maximum of 7 two-way daily HGV movements during the AM and PM peak periods. The Assessment concludes that the forecast increase in daily HGV movements is likely to be less than the daily variation in traffic flows on the public

network. The impact on the operation of the surrounding network and junctions is assessed as imperceptible.

- 6.17 The Council's Highways Officer notes the recently consented new access and bridge permissions and considers that the operation of the proposed car deck, in conjunction with these approved developments, will not significantly impact on the public highway network. This is because additional vehicle trips will be made within the Terminal estate aside from the exportation of new vehicles (via transporters) from the main terminal gate for delivery. Consequently, there are no highways objections to the proposals in conjunction with the permitted developments. Nevertheless, it is noted that the 2017 site-wide permission restricts any increase in terminal capacity until such time as the new access is operational. Suggested planning condition no. 4 (below) replicates the requirements of the 2017 permission in restricting terminal capacity until operation of the approved access arrangement.

III. IMPACT ON AIR QUALITY

- 6.18 The accompanying ES includes an air quality assessment. With regard to baseline conditions there are a number of existing and proposed Air Quality Management Areas (AQMA) in the area close to the 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)

- 6.19 From the above list 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.
- 6.20 Comments from the Council's Environmental Health Officer (EHO) responding to the site-wide proposals confirmed no objections on air quality grounds provided that the new access arrangements are completed before any increase in operational activities. EHO comments on the current scheme refer to the consented revised access arrangements into the terminal which will effectively remove HGVs from London Road and thereby remove HGVs from AQMA 10. On the basis of the

implementation of the revised access there are no air quality objections to the current application.

IV. NOISE AND VIBRATION

- 6.21 During the construction phase the ES predicts that noise levels would be no more than the daytime noise threshold level at any of the nearest noise-sensitive receptors. As mitigation, the applicant proposes a management plan and the EHO recommends a 'standard' planning condition requiring the submission and operation of a CEMP.
- 6.22 Noise from the operation of the development is also assessed by the ES. Levels at nearby receptors when compared to existing background noise levels would result in impacts ranging from 'low' to 'moderate' adverse. However, in the context of noise impacts associated with the site-wide approval, the 'additional' noise levels associated with the proposed car deck would be negligible.

V. FLOOD RISK AND DRAINAGE

- 6.23 The application is accompanied by a Flood Risk Assessment (FRA) as the site 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 site and discharges to the south into the River Thames. 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.
- 6.24 The consultation response received from the Environment Agency confirms the following:
- the site is currently protected by flood defences with an effective crest level of 6.80m AOD so is not at risk of flooding in the present-day 0.5% (1 in 200) annual probability flood event. These defences will continue to offer protection over the lifetime of the development, provided that the TE2100 policy is followed and the defences are raised (dependent on future funding) in line with climate change;
 - during the 0.5% (1 in 200) annual probability including climate change breach flood event flood levels could reach 6.70 m AOD and during the 0.1% (1 in

1000) annual probability including climate change breach flood event flood levels could reach up to 7.17 m AOD (up to the year 2109);

- assuming a velocity of 0.5m/s the flood hazard is danger for all including the emergency services in the 0.5% (1 in 200) annual probability flood event including climate change;
- finished ground floor levels have been proposed at 1.21m AOD. This is below the 0.5% annual probability breach flood level including climate change of 6.70m AOD and therefore at risk of flooding by 5.49m depth in this event; and
- flood resilience/resistance measures and a flood evacuation plan have been proposed.

6.25 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 the proposals fall within the 'less vulnerable' classification.

6.26 Table 3 of PPG describes a flood risk vulnerability and flood zone compatibility matrix within which 'less vulnerable' development is 'appropriate' in Flood Zone 3a, subject to the Sequential Test. The proposed car storage building would constitute a functional element of the Terminal and is 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 proposal. The FRA notes that a site specific flood warning and evacuation plan will be developed and maintained for the lifetime of the development.

6.27 The consultation response received from the Environment Agency raises no objections to the planning application, providing the local planning authority takes into account the considerations which are their responsibility (i.e. application of the Sequential 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.

6.28 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.

- 6.29 Essex County Council was appointed as the Lead Local Flood Authority's statutory consultee for Thurrock in 2016. The consultation response received from the County Council raises a holding objection and considers the proposed surface water drainage strategy to be inadequate, with particular regard to storage, pumping station capacity and water treatment. The applicant has provided a reply to these concerns and at the time of writing an updated response from the County Council is awaited. The applicant has however confirmed that the principles of the surface water drainage strategy for the site wide planning permission are unchanged. It is considered that a planning condition can be used to require implementation of the submitted strategy.

VI. GROUND CONDITIONS

- 6.30 Although the site is largely open, it was until very recently crossed by a railhead serving adjacent industrial uses. 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. The application is therefore accompanied by a Preliminary Risk Assessment.
- 6.31 Subject to the imposition of 'standard' planning conditions addressing risk assessment and remediation the Environment Agency do not object under the heading of contaminated land. The Council's EHO has reviewed the submitted Risk Assessment and agrees with its recommendations.

VII. ECOLOGY

- 6.32 No part of the application site is within a statutory site designated for nature conservation importance. The site was surveyed for ecological interest in 2016 and the existing habitat of this low-lying and flat land parcel comprises bare ground, sparse ephemeral vegetation and ruderal vegetation. The site includes areas of a Habitat of Principal Importance, namely open mosaic habitat on previously developed land.
- 6.33 The proposal would result in the loss of a substantial part of this habitat. However, the approved site-wide proposals involving the Unilever land also involved a substantial loss of habitat and the impact of this proposal compared to the approved scheme is similar. The site-wide proposals allowed for the provision of ecological mitigation measures around the boundaries of the Unilever land and the current proposals allow for the retention of these areas. As the site-wide consent involved only surface level storage compared to the decked building currently proposed an additional impact associated with the shading of mitigation areas is

now raised. In order to compensate for this additional impact, an additional area of habitat is proposed.

- 6.34 In responding to the site-wide proposals the Council's Landscape and Ecology Advisor noted that the current site is of value for invertebrates, although the areas of highest value were concentrated in the north and south of the site. The Unilever land has previously been identified as meeting Local Wildlife Site criteria during the Borough-wide Local Wildlife Site review. However the boundary of the site has not been agreed nor the designation yet confirmed. The draft citation recognises the value of the site primarily for invertebrates, but also for reptiles which are associated with the areas of Open Mosaic Habitat. Nevertheless, it is considered that the proposed mitigation is satisfactory. No objection to the proposals has been raised by the Council's Landscape and Ecology Advisor.

VIII. LANDSCAPE AND VISUAL IMPACT

- 6.35 The application is accompanied by a Landscape and Visual Appraisal (LVIA). 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 different 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 places 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"*. The High Speed 1 viaduct and A282 Dartford Crossing are elevated structures forming prominent visual features in the area. With reference to visual receptors, the closest residential properties to the site are located on London Road and some 400m to the north-west. Views of the site are available from public footpaths on both the northern and southern banks of the River Thames. The public footpath on the northern bank of the river is some 450m from the site.
- 6.36 Historically the site has always been open (apart from the rail siding and associated rail shed) and the site-wide planning permission permits surface level only storage on the site. The proposed introduction of a decked car storage building to a height of 26m (to the top of the proposed lift shafts) would represent a substantial change to the open nature of the site. However, the site lies within an industrial area characterised by commercial buildings, yards, plant and transport infrastructure south of London Road and both east and west of the A282. This landscape area has a low sensitivity to change and the impact on landscape character would be negligible. Similarly the site is located within an area where artificial lighting is common-place, therefore the impact of lighting columns on the roof deck of the building would be minimal.

6.37 The LVIA assesses the impact on the nearest sensitive visual receptors comprising residential properties and footpath users. Impacts on these receptors are assessed as negligible and these conclusions are agreed by the Council’s Landscape and Ecology Advisor.

IX. CUMULATIVE ASSESSMENT

6.38 Schedule 4 (5)(e) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 require Environmental Statement to include a description of the likely significant effects of the development on the environment resulting from, inter-alia:

“the cumulation of effects with other existing and / or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources ...”

6.39 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”

6.40 The ES 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 likely to be a resolution to grant planning permission.

6.41 The ES therefore considers the following list of projects:

Ref.	Site	Proposal	Status
14/01392/FUL	Purfleet Farm	Use of part of land for vehicular storage for use in association with Purfleet Thames Terminal, formation of hard standing, associated landscaping and infrastructure works including erection of a gatehouse	Permission granted – not implemented

		building, lighthouse columns, erection of fencing, drainage infrastructure including a surface water balancing pond, infill and alteration to levels, alterations to vehicular access to London Road.	
16/01574/FUL	Stonehouse Corner junction	Construction of new roundabout and highway works at Stonehouse Corner/London Road, new secure site entrance and exit facilities, and associated landscape works.	Permission granted – not implemented
16/01582/FUL	Purfleet Thames Terminal	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	Permission granted – not implemented
16/01601/FUL	Purfleet Thames Terminal	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.	Permission granted
16/01644/FUL	Land south of Burnley Road	The erection and operation of bitumen product plant, ancillary facilities and access.	Permission granted
16/01698/FUL	Purfleet Thames Terminal	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	Permission granted

		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.	
17/01171/FUL	Former Smurfit Kappa Lokfast Site	Proposed construction of part three /part four-storey, 6-form entry secondary school for 1,150 students (including 250 sixth form pupils) in 8,850 sq.m. new school building.	Permission granted
17/01668/OUT	Purfleet Centre	Application for outline planning permission, with all matters reserved for subsequent approval, except for means of access, for mixed-use redevelopment involving the demolition of existing buildings and other structures, site preparation works, and the development of up to 2,850 dwelling houses (Use Class C3) etc.	Under consideration
17/01705/FUL	DSV Road Ltd. site	Demolition and partial demolition of existing buildings and construction of extension to the existing warehouse to provide additional warehouse floorspace etc.	Under consideration

6.42 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 terrestrial ecology, traffic and transport, air quality and noise and vibration are assessed cumulatively.

6.43 The cumulative impacts on ecological interests are assessed within the ES as insignificant and this conclusion is agreed. The increase in vehicle movements on the public highway as a result of this proposal is negligible and within the daily variation of traffic flows. Consequently it is considered that there are no significant cumulative impacts. Subject to appropriate mitigation, to be secured by

implementation of a CEMP, the residual cumulative impacts on air quality and noise are assessed as not significant.

X. OTHER MATTERS

Major Hazard Sites

- 6.44 The site is located within the 'outer' consultation zone drawn around the Vopak West Thurrock hazardous installation and also the 'inner', 'middle' and 'outer' zones drawn around the Civil and Marine Slag Cement Ltd hazardous installation. 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. This response is on the basis that the proposed car deck is a storage facility which is not normally occupied.

Impact of the proposals on the emerging Purfleet Centre Redevelopment Scheme:

- 6.45 The report on the site-wide planning application presented to Planning Committee in April 2017 included an assessment of the Terminal proposals on the Purfleet Centre project. At that time an outline planning permission for the project (ref. 11/50401/TTGOUT) has been granted but it was considered unlikely that this permission would be implemented. Since April 2017 a revised outline planning application has been submitted (17/01668/OUT) and is currently under consideration. The current application site is physically separate from the land subject to 17/01668/OUT and is also some considerable distance (c. 1km) away. In these circumstances it is considered that the proposals would not conflict with the emerging proposals for Purfleet Centre.

7.0 CONCLUSIONS AND REASONS FOR RECOMMENDATION

- 7.1 The application site is currently open and unused. However, permission has been granted for a road to link the site to the rest of the Purfleet Terminal estate. In addition the recent site-wide planning permission established the principle of open storage on the site. The site is allocated for employment use and there can be no objection, in land use policy terms, to the proposed storage use. As noted above and subject to appropriate planning conditions there are objections to the proposals in terms of impact on highways, ecology, noise, air quality, flood risk, ground conditions or landscape and visual.
- 7.2 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 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.

8.0 RECOMMENDATION

Grant planning permission subject to the following conditions:

Definitions

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

Site Preparation Works:

Includes the following 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.

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.

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

Approved Plans

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

6169_SK001	Redline Plan
6169_SK002	Location Plan
L898-BLP-00-GF-DR-S-0002 Rev. P03	Car Storage Site Plan
L898-BLP-00-GF-DR-S-0003 Rev. P01	Car Storage Site Plan - (Planning)
L898-BLP-00-00-DR-S-0001 Rev. P02	Car Storage – Ground Floor
L898-BLP-00-01-DR-S-0001 Rev. P02	Car Storage – First Floor
L898-BLP-00-02-DR-S-0001 Rev. P02	Car Storage – Second Floor
L898-BLP-00-03-DR-S-0001 Rev. P02	Car Storage – Third Floor
L898-BLP-00-04-DR-S-0001 Rev. P02	Car Storage – Fourth Floor
L898-BLP-00-05-DR-S-0001 Rev. P02	Car Storage – Fifth Floor
L898-BLP-00-06-DR-S-0001 Rev. P02	Car Storage – Sixth Floor
L898-BLP-00-ZZ-DR-S-0101 Rev. P01	Typical Fire Egress Stair Details
L898-BLP-00-ZZ-DR-S-0102 Rev. P01	Typical Fire Fighting Lift and Fire Egress Stair Details
L898-BLP-00-ZZ-DR-S-1001 Rev. P01	North Elevation
L898-BLP-00-ZZ-DR-S-1002 Rev. P01	East Elevation

L898-BLP-00-ZZ-DR-S-1003 Rev. P01	South Elevation
L898-BLP-00-ZZ-DR-S-1004 Rev. P01	West Elevation
L898-BLP-00-ZZ-DR-S-1005 Rev. P01	Section 1-1
L898-BLP-00-ZZ-DR-S-1006 Rev. P01	Section 2-2
L898-BLP-00-ZZ-DR-S-1007 Rev. P01	Section 3-3
L898-BLP-00-VS-DR-S-0001 Rev. P01	3D View and Standard Notes

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

Phasing

4. The development hereby permitted shall be carried out in accordance with the construction phasing set out in Chapter 4.0 the Environmental Statement submitted with the application and there shall be no increase in capacity (associated with this application) at the Terminal until the roundabout and security gate complex (subject to planning permission 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

5. 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

6. Prior to the commencement of development, details of mitigation measures and long term management and maintenance for an area of retained and / or enhanced open mosaic habitat as shown on Figure 5.1 of the Environmental statement shall be submitted and approved in writing by the local planning authority. The development shall thereafter be implemented in accordance with the agreed measures.

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

Landscape Protection

7. 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

8. 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).

Hours of Construction

9. 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).

Ground Contamination

10. 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 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).

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

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

12. Prior to first operation, the Contamination Remediation Scheme shall be implemented as approved and a Verification Report shall be submitted and approved in writing by the local planning authority. The 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).

13. 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).

Levels

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

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

Foundation Design

15. Prior to Advanced Infrastructure Works, details of foundation design and other works below existing ground 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

16. The development shall accord with the details of the surface water drainage scheme submitted with the application, unless otherwise agreed in writing by the local planning authority.

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

Archaeology

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

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

18. Prior to Advanced Infrastructure Works, an Archaeological Mitigation Strategy shall be submitted 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).

Boundary Treatments

19. Prior to Landscaping Works, details of the design, colour and materials of all boundary treatments shall be submitted to, and approved in writing by, the local planning authority. The boundary treatments shall be installed in accordance with the approved details prior to operation.

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).

HGV Routing

20. Prior to first operation, a routing strategy for HGVs shall be submitted to, and approved in writing by, the local planning authority. Thereafter, operation shall be 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).

FWEP

21. Prior to first operation, a Flood Warning and Evacuation Plan (FWEP) shall be submitted to, and approved in writing by, the local planning authority. The approved FWEP shall be operational upon first use of the Development 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).

External Lighting

22. Prior to the first operational use of the development details of the means of external lighting shall be submitted to and agreed in writing with the local planning authority. The details shall include the siting and design of lighting together with details of the spread and intensity of the light sources and the level of luminance. The lighting shall be installed in accordance with the agreed details prior to first operational use of the development and retained and maintained thereafter in the agreed form, unless otherwise agreed in writing by the local planning authority.

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

ES Mitigation

23. 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: 18/00404/FUL

Land East Of Purfleet Thames

Terminal South Of Railway

Scale: 1:10,000 Date printed: 17/05/2018

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