

Thurrock - An ambitious and collaborative community which is proud of its heritage and excited by its diverse opportunities and future

Planning Committee

The meeting will be held at **6.00 pm** on **8 February 2024**

Council Chamber, Civic Offices 3, New Road, Grays, Essex, RM17 6SL.

Membership:

Councillors Tom Kelly (Chair), Georgette Polley (Vice-Chair), Paul Arnold, Gary Byrne, Steve Liddiard, Jacqui Maney, Terry Piccolo, Sue Shinnick and Lee Watson

Steve Taylor, Campaign to Protect Rural England Representative

Substitutes:

Councillors Alex Anderson, Mark Hooper, Sara Muldowney and Joycelyn Redsell

Agenda

Open to Public and Press

	Page
1 Apologies for Absence	
2 Minutes	5 - 24
To approve as a correct record the minutes of the Planning Committee meeting held on 26 th October 2023 and 30 th November 2023.	
3 Item of Urgent Business	
To receive additional items that the Chair is of the opinion should be considered as a matter of urgency, in accordance with Section 100B (4) (b) of the Local Government Act 1972.	
4 Declaration of Interests	

- 5** **Declarations of receipt of correspondence and/or any meetings/discussions held relevant to determination of any planning application or enforcement action to be resolved at this meeting**

- 6** **Planning Appeals** **25 - 38**

- 7** **Public Address to Planning Committee**

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In each case, Members are asked to decide whether, in all the circumstances, the public interest in maintaining the exemption (and discussing the matter in private) outweighs the public interest in disclosing the information.

- 8** **London Gateway Logistics Park: Making of Local Development Order 1.5** **39 - 426**

- 9** **London Gateway Logistics Park: Consideration of Habitat Regulation Assessment (HRA) for Local Development Order 1.5** **427 - 434**

- 10** **23/00442/FUL: Car Parks Crown Road and Darnley Road, Grays, Essex** **435 - 480**

Queries regarding this Agenda or notification of apologies:

Please contact Luke Tucker, Senior Democratic Services Officer by sending an email to Direct.Democracy@thurrock.gov.uk

Agenda published on: **31 January 2024**

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DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF

Breaching those parts identified as a pecuniary interest is potentially a criminal offence

Helpful Reminders for Members

- *Is your register of interests up to date?*
- *In particular have you declared to the Monitoring Officer all disclosable pecuniary interests?*
- *Have you checked the register to ensure that they have been recorded correctly?*

When should you declare an interest *at a meeting*?

- **What matters are being discussed at the meeting?** (including Council, Cabinet, Committees, Subs, Joint Committees and Joint Subs); or
- If you are a Cabinet Member making decisions other than in Cabinet **what matter is before you for single member decision?**



Does the business to be transacted at the meeting

- relate to; or
- likely to affect

any of your registered interests and in particular any of your Disclosable Pecuniary Interests?

Disclosable Pecuniary Interests shall include your interests or those of:

- your spouse or civil partner's
- a person you are living with as husband/ wife
- a person you are living with as if you were civil partners

where you are aware that this other person has the interest.

A detailed description of a disclosable pecuniary interest is included in the Members Code of Conduct at Chapter 7 of the Constitution. **Please seek advice from the Monitoring Officer about disclosable pecuniary interests.**

What is a Non-Pecuniary interest? – this is an interest which is not pecuniary (as defined) but is nonetheless so significant that a member of the public with knowledge of the relevant facts, would reasonably regard to be so significant that it would materially impact upon your judgement of the public interest.

Pecuniary

If the interest is not already in the register you must (unless the interest has been agreed by the Monitoring Officer to be sensitive) disclose the existence and nature of the interest to the meeting

If the Interest is not entered in the register and is not the subject of a pending notification you must within 28 days notify the Monitoring Officer of the interest for inclusion in the register

Unless you have received dispensation upon previous application from the Monitoring Officer, you must:

- Not participate or participate further in any discussion of the matter at a meeting;
- Not participate in any vote or further vote taken at the meeting; and
- leave the room while the item is being considered/voted upon

If you are a Cabinet Member you may make arrangements for the matter to be dealt with by a third person but take no further steps

Non- pecuniary

Declare the nature and extent of your interest including enough detail to allow a member of the public to understand its nature



You may participate and vote in the usual way but you should seek advice on Predetermination and Bias from the Monitoring Officer.

Our Vision and Priorities for Thurrock

An ambitious and collaborative community which is proud of its heritage and excited by its diverse opportunities and future.

1. **People** – a borough where people of all ages are proud to work and play, live and stay
 - High quality, consistent and accessible public services which are right first time
 - Build on our partnerships with statutory, community, voluntary and faith groups to work together to improve health and wellbeing
 - Communities are empowered to make choices and be safer and stronger together

2. **Place** – a heritage-rich borough which is ambitious for its future
 - Roads, houses and public spaces that connect people and places
 - Clean environments that everyone has reason to take pride in
 - Fewer public buildings with better services

3. **Prosperity** – a borough which enables everyone to achieve their aspirations
 - Attractive opportunities for businesses and investors to enhance the local economy
 - Vocational and academic education, skills and job opportunities for all
 - Commercial, entrepreneurial and connected public services

Minutes of the Meeting of the Planning Committee held on 26 October 2023 at 6.00 pm

Present: Councillors Tom Kelly (Chair), Georgette Polley (Vice-Chair), Paul Arnold, Steve Liddiard, Jacqui Maney, Terry Piccolo, Sue Shinnick and Lee Watson

Steve Taylor, Campaign to Protect Rural England Representative

Apologies:

In attendance:

Nadia Houghton, Principal Planner
Chris Purvis, Major Applications Manager
Julian Howes, Senior Highway Engineer
Caroline Robins, Locum Solicitor
Tracey Coleman, Chief Planning Officer
Rhiannon Whiteley, Senior Democratic Services Officer

Before the start of the Meeting, all present were advised that the meeting may be filmed and was being recorded, with the audio recording to be made available on the Council's website.

40. Minutes

The minutes of the Planning Committee meeting held on 21 September 2023 were approved as a true and correct record.

41. Item of Urgent Business

There were no items of urgent business.

42. Declaration of Interests

No interests were declared.

43. Declarations of receipt of correspondence and/or any meetings/discussions held relevant to determination of any planning application or enforcement action to be resolved at this meeting

The Chair confirmed that he had received correspondence from Hannah Garlinge in relation to Greystead and so had the other Planning Committee members.

Councillor Liddiard confirmed he had written about the Youth Zone and therefore he would like to be excluded from this item.

44. Planning Appeals

No Planning Appeals were discussed.

Due to the high level of public interest, the Chair decided to hear the Flagship Centre item first.

45. 23/00610/FUL: Land Adjacent The Flagship Centre, London Road, Tilbury

Councillor Liddiard left the meeting.

The Major Application Manager presented the application and highlighted the following points:

- The application is for a youth facility on Anchors field with a sports hall, fitness centre, martial arts and boxing room, indoor climbing wall, external multi games area/ kick Pitch, outdoor recreation area, facilities for arts and crafts, music suite, teaching kitchen, café and performing arts studio. The facility would be for 8-19 year olds and the expected hours of use would be after school 4pm-10pm. The permitted hours of use 8am- 10pm. The application is from a Charity organisation called on-site.
- The Multi-Use Game Area will be lost (MUGA)
- The Tilbury Town Investment Plan references a youth building and outdoor site on Anchors Field, it isn't a document that sits within the Planning policy.
- The charity has other sites across the country, there is one close by in a park in Dagenham (example shown in Officer presentation)
- The proposal would create a new youth zone centre and outdoor space for the benefit of young people of Tilbury and Thurrock Council. It would result in the loss of an area of public open space and MUGA on Anchor Fields. However, on balance the principle of the development is considered acceptable. The proposal would create a high-quality designed development. The site is located in an easily accessible sustainable town centre location. There are no objections with regard to all other material planning considerations. The recommendation is for approval subject to S106 legal agreement to secure highway improvements and subject to planning conditions.

Members asked the following questions:

- Councillor Watson queried if the field was protected under a covenant. The Major Application Manager confirmed he did not know as that would fall outside the planning application. It is designated public open space and owned by the Council.

- Councillor Watson also queried whether the relocation of the MUGA would be funded by the Council. Councillor Watson requested more clarification that the funds will be there. Councillor Watson also queried if other sites had been considered. The Major Application Manager clarified that within the Application there were other sites that the Applicant looked at and the reasons why they were discounted.
- Stephen Taylor queried who owns the land and if it will be gifted or bought. The Major Application Manager stated that the Council owns the land although matters of land ownership fall outside of the Planning process, he understands a long lease is likely to be agreed between the Council and the Applicant.
- The Chief Planning Officer reminded Members that planning sits with the land not the ownership. Applications have to be determined as to whether it is acceptable under planning considerations, questions about ownership are not relevant. If the principle in planning is acceptable it does not mean it can be legally be built in law.
- Councillor Polley raised that there is already a children's centre and the MUGA on the Anchor Fields and there was a sports centre. Councillor Polley raised concerns about parking and the Youth Zone centre closing at 10pm and lots of young people hanging around affecting the noise levels. The hours of operation planning condition is 8am -10pm. The facility is for children 8-19 years old and therefore they will be attending school during the day so it will mostly be used between 4pm-10pm.
- Councillor Polley raised that Sports England use a Community Use Agreement so residents have a mechanism to engage with the facility if there are frustrations. The Major Application Manager stated that they did ask the Applicant to enter into a Community Use Agreement however they declined as this was not part of their business model.
- The Highways Officer highlighted that he has visited the Beacontree site in Dagenham where they also have a pick-up and drop off zone. The Applicants promote sustainable transport, staff are encouraged to use public transport. Highways have suggested that money is provided to put some double yellow lines in. Other parking measures could be introduced for residents once the building is completed and a sum of £10,000 has been suggested.
- Councillor P Arnold queried if there had been a consultation with neighbours. The Major Application Manager stated that through the planning notice process, there has been a press advert, notices put up and letters sent out. There is a statement of community involvement, consultation leaflets delivered to 2700 addresses, the Applicant completed face-to-face events at the start of this year before they submitted the planning application.
- Councillor P Arnold asked for confirmation as to why the Tilbury site differs from Beacontree. Highways clarified that they are similar in that they both sit in a residential area. Dagenham is an outer London Borough and more built up, the park is also a lot bigger. There are more public transport opportunities there than in Tilbury.

- Councillor Shinnick queried at what time of day they completed the parking checks. The Highways Officer confirmed that they will have used the Lambeth method and will have completed parking checks in the evening as this is the same time as the proposed times of the operation of the facility.
- Cllr J Maney queried the tree loss and the age of the trees. The Major Application Manager confirmed that an arboriculture assessment is within the application and no trees are subject to TPO's. The proposed landscaping will allow for new and more trees to be planted and this will be secured through a planning condition. The report does identify some of the trees are over 20 years old.

Cllr Allen (Ward Councillor) – Statement of Objection

Craig Austin (resident) – Statement of Objection

Statement of Support – Adam Ponyer – On Site Youth Zones

During the debate the following was highlighted:

- Stephen Taylor raised a concern about what could be built in the future once planning was granted.
- The Chair responded that nothing will be able to go through without the permission of the Planning Committee.
- Councillor P Arnold stated that he was torn and there had been some good discussion. He did have concerns about parking and ownership. The facilities are top notch.
- Councillor Shinnick stated that there will be more pressure on local residents, they will end up with parking permits which will be at a cost.
- Councillor Watson confirmed that she is also torn. The Dagenham park which has a Youth Zone is a lot bigger than Anchor Fields. The Youth Zone is phenomenal, for all ages and a brilliant provision.
- Councillor Polley stated everybody wants services and they have to build them somewhere.
- Councillor Piccolo stated that he couldn't see parents parking in a neighbouring road and waiting an hour or two hours. Tilbury could be gaining a lot of activities for local youths. Tilbury is not an easy place to get to, hopefully the local community will benefit from it.
- Councillor J Maney stated that it is a good application but it is not the right place for it. It is likely to cause some problems for local residents.
- Councillor P Arnold stated that he believes that the centre will operate to reduce anti-social behaviour, Tilbury is a high-density area and if he was a parent he would be glad this was coming to the area
- The Chair stated that it is a tough one, the Youth Zone has a good track record.

Councillor Polley recommended the officer's recommendation to approve, Councillor Piccolo seconded it.

For: (4) Councillors T Kelly, G Polley, P Arnold and T Piccolo

Against: (3) Councillors S Shinnick, L Watson and J Maney

Abstained: (1) Councillor Liddiard

Councillor Liddiard returned to the meeting.

46. 23/00813/HHA: Greystead, Parkers Farm Road, Orsett

The Principal Planner presented the application and highlighted the following:

- The application relates to a detached dwelling and outbuilding in the Green Belt in Orsett.
- The proposal seeks to erect a single storey extension to provide a garage to the existing pool outbuilding. A previous planning application for a similar, albeit slightly larger, scheme was refused and dismissed at appeal in 2019.
- The proposal comprises of inappropriate development in the Green Belt which is considered disproportionate and therefore harmful by definition and to openness. The additional information submitted by the applicant has been fully considered but does not clearly outweigh the harm caused. The application is recommended for refusal on page 39.

Speaker Statements were heard from:

Statement of Support: Mrs K Frost, Owner

During the debate the following was highlighted:

- Councillor Polley noted it was being used for a personal hobby but queried if it could become a commercial entity. The Principal Planner stated a condition could be included to state it would not be used for commercial purposes however from an officer point of view her hands were tied due to the impact on the Green Belt.
- Councillor Piccolo queried if a site visit could assist to see the impact it could have
- Councillor P Arnold stated that he did not need a site visit
- Councillor Liddiard commented that it seemed a bit excessive
- Councillor Maney queried if the extension could become residential in the future. The Principal Planner confirmed that any proposal for a different use would require additional planning permission.
- Councillor Shinnick confirmed she had no problem with it going through
- Councillor Watson commented that the family want to live there forever, it will stop the noise going outside, she therefore didn't think it would be that detrimental.

- The Chair stated that he could not approve the application without a site visit

Members took a vote, but the Chair used his discretion afterwards to propose something else. The Chair proposed the application should be deferred to allow for a site visit. This was seconded by Councillor J Maney.

For: (5) Councillors Tom Kelly (Chair), Georgette Polley (Vice Chair), Terry Piccolo, Jaqui Maney, Lee Watson

Against: (3) Councillors Steve Liddiard, Paul Arnold and Sue Shinnick

47. 23/00913/TBC: Garage site, Lyndhurst Road, Corringham

The Principal Planner presented the application and highlighted the following:

- The proposal relates to the redevelopment of a garage court site to the rear of residential properties in Lyndhurst Road and Mackley drive, Corringham.
- A further letter of objection from a resident has been received which raises similar concerns to those mentioned in the report already.
- The Proposed Site Plan and Proposed Ground Floor Plan refs. 003 and 001 respectively, have been revised and updated so that they should read 003 Rev B and 001 rev B as new plans were received today. These plans are included in the presentation but these details will need to be updated in the plans table of Condition 2 on page 58 as well as in the report on page 43.
- The proposal seeks to redevelop the site to provide 6 two storey houses. A short terrace of 4, 3 bed houses are proposed to be sited immediately south of the existing terrace fronting Lyndhurst Rd. These 4 dwellings would be well-positioned and follow the existing pattern of development locally. A pair of semi-detached dwellings would be sited to the north-eastern corner of the site and would be accessed via an internal access road leading to the units. Parking provision would be made to the south and north-eastern boundaries of the site, and the majority of the existing accesses would remain.
- The proposals would be acceptable in principle and would comply with all technical policies in relation to amenity space, parking and highway matters and neighbour amenity impacts. The devt would provide 6 affordable housing units and would be operated by the Council. The application is recommended for approval as per page 57.
- All dwellings would retain rear access except 2 Mackley Drive

Members asked the following questions: -

- Councillor P Arnold queried what steps are being taking to future proof these buildings. The Principal Planner confirmed that the application was subject to pre-application advice. There will be solar panels on the

roof of all the units and a good standard of noise insulation on the windows.

- Councillor Watson queried if they were confident there was enough access as it looks narrow. The Highways officer confirmed there are two routes in for access and he had no concerns. The proposals have been checked with refuse collection too. There are therefore no concerns from a Highways point of view.
- Councillor P Arnold queried if the access route will be properly paved. The Principal Planner confirmed it is a condition of the hard and soft landscaping that the surfacing would be replaced.

Statement of Objection – Mel Thomas (Neighbour)

Statement of Support – Newground Architects

The Principal Planner confirmed there will be a traffic condition and a traffic management plan. The hours of work, waiting restrictions will all be detailed in the condition. The Highways Officer clarified that lorries will be arriving outside of school times as it is close to Giffards school.

During the debate members commented as follows: -

- Councillor P Arnold commented that he does understand the concerns regarding traffic through Mackley Drive. There are hundreds of properties in that area and there should have been more access points. Councillor P Arnold stated that the development is only looking at 6 properties and it is nicely proportioned, he welcomed the application.
- Councillor Polley thanked the resident for attending and stated that it was refreshing to hear someone compliment a consultation process. Councillor Polley recommended that in relation to the highways issue the Local Development Plan consultation is online and residents can put comments on there. Councillor Polley also thanked officers for supporting the committee and providing detailed responses, this is the third application received which is delivering affordable housing and future proof housing. There is a lot to be celebrated in the application.
- Councillor Piccolo added that he understands residents concern over vehicles, the garages haven't been used for a while but there were 67 garages which meant there could have been 67 cars using the area, in the future it will only be 12.
- Councillor Watson stated that they are affordable council houses. She stated that she has got reservations about the access road but noted that highways are confident this will be ok. She confirmed she will be supporting the application.
- Councillor Shinnick welcomed the application and commented that more 2 bed properties are needed in the Borough.
- Councillor Liddiard stated that it will be a fantastic improvement with the anti-social behaviour behind these properties.
- The Officer's recommendation was recommended by Councillor Shinnick and seconded by Cllr Watson.

For: (8) Councillors Tom Kelly (Chair), Georgette Polley (Vice Chair), Terry Piccolo, Jaqui Maney, Lee Watson, Steve Liddiard, Sue Shinnick, Paul Arnold

Against: (0)

Abstained: (0)

48. 23/00931/FUL: Treetops School, Buxton Road, Grays

The Principal Planner presented the application and highlighted the following:

- It is a full planning application submitted by Treetops School.
- The application site lies within the Green Belt and relates specifically to the existing minibus garage at the Treetops School site. The proposal seeks no operational development but the COU from Education uses to a dual education community use, to enable the building to be used as a gym to provide fitness programmes for SEN pupils at the 3 schools on the wider site, and to the wider SEN community.
- The proposal would provide a gym for the use by the Treetops Community Trust schools and the wider SEN Community. The hours proposed would not be considered harmful to residential amenity, and the use would unlikely result in any harm to the highway network locally. The proposal is considered acceptable and in compliance with all relevant policies and is recommended for approval subject to condition on page 74

Standing orders were raised at 20.30 so the meeting could continue beyond 20.30pm

During the debate the following was highlighted:

- Councillor Arnold stated that the new access road was fantastic
- Councillor Polley stated that it was an outstanding facility and she welcomed it.
- Councillor Shinnick confirmed that she also welcomed the application

Councillor Polley recommended that the application was approved, this was seconded by Councillor Liddiard.

For: (8) Councillors Tom Kelly (Chair), Georgette Polley (Vice Chair), Terry Piccolo, Jaqui Maney, Lee Watson, Steve Liddiard, Sue Shinnick, Paul Arnold

Against: (0)

Abstained: (0)

The meeting finished at 8.38 pm

Approved as a true and correct record

CHAIR

DATE

**Any queries regarding these Minutes, please contact
Democratic Services at Direct.Democracy@thurrock.gov.uk**

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Minutes of the Meeting of the Planning Committee held on 30 November 2023 at 6.00 pm

Present: Councillors Tom Kelly (Chair), Georgette Polley (Vice-Chair), Paul Arnold, Steve Liddiard, Jacqui Maney, Terry Piccolo, Sue Shinnick and Lee Watson

Apologies: Steve Taylor, Campaign to Protect Rural England Representative

In attendance:
Nadia Houghton, Principal Planner
Chris Purvis, Major Applications Manager
Julian Howes, Senior Highway Engineer
Caroline Robins, Locum Solicitor

Before the start of the Meeting, all present were advised that the meeting may be filmed and was being recorded, with the audio recording to be made available on the Council's website.

49. Minutes

The minutes of the Planning Committee meeting held on 26th October 2023 will be presented at the January 2024 meeting of the Planning Committee.

50. Item of Urgent Business

There were no items of urgent business.

51. Declaration of Interests

No interests were declared.

52. Declarations of receipt of correspondence and/or any meetings/discussions held relevant to determination of any planning application or enforcement action to be resolved at this meeting

The Vice-Chair confirmed that members of the committee (Councillors Kelly, Maney, Piccolo & Shinnick) undertook a site visit of Greystead, Parkers Farm Road, Orsett on the 15th November 2023.

53. Planning Appeals

Planning Appeals were discussed.

- Councillor Polley inquired about the appeal of 63 Wharf Road, Stanford-le-Hope. The Principal Planning Officer advised that the appeal had only very recently been received in the last 48 hours, and after the publication date of the agenda. The details of the appeal will be in the next agenda.
- Councillor Polley asked how the Local Authority is holding up on appeals. Officer directed members to page 8 of the agenda and an appeal performance table.
- Councillor Arnold expressed his disappointment and frustration with the appeal decision at 63 Wharf Road and informed the Committee he believes it to be a poor decision and a shame for residents of the area. The Officer was surprised by the decision given the planning history at the site and a summary would be picked up next month.
- Councillor Watson sought clarity and asked if there was a way to challenge the decision. The Officer informed the Committee that legal advice had not yet been obtained but would be sought. Officers will update Members next month on the issue within the appeal summary.
- Councillor Liddiard noted an appeal that was lodged in Sycamore Close, Tilbury for a felling of a Sycamore Tree and argued against the felling of the tree. Officer informed the Committee there had been a history of refusing the TPO applications for the felling of the tree, the Local Authority is aware of the importance of the tree and is defending its decision at appeal.

54. 23/00813/HHA: Greystead, Parkers Farm Road, Orsett

The Principal Planning Officer presented the application, briefly reminding members of the previous presentation, and highlighted the following points:

- The application is for a garage extension in the Green Belt and a site visit took place on Wednesday 15th November 2023 where Members viewed the site. The garage is 60sq metres and would sit in line with the existing driveway.
- The application is recommended for refusal.

Members asked the following questions:

- Councillor Shinnick asked where the building would be in line with the conifer trees at the site.
 - Estimate of 2 metres from the boundary.
- Councillor Piccolo asked if there were any photos of the parked cars.
 - Officer went through the images of the site including the vehicles on site for the Committee.

During the debate the following was highlighted:

- The Chair opened stating the site visit was useful and you could see the area was enclosed and that a garage could improve the situation as currently the cars were covered by tarpaulin. The Chair could see both sides of the argument and noted it wasn't an easy decision. The Chair noted the recommendation and how the application could damage the Green Belt but also noted the merits of the application.
- Councillor Arnold stated that the application was a development in the Green Belt that wasn't necessary. The building may not be seen, but it would still be there and foresaw other applications of a similar nature being submitted across the borough. Councillor Arnold also stated a line had to be drawn in the sand somewhere.
- Councillor Maney stated it is not wherever the building would be visible or not but the fact the garage would be on the Green Belt. Councillor Maney was also concerned by the scale, was conflicted and understood why the application was submitted by the resident.
- Councillor Piccolo was glad he visited the site and noted the site would not be visible from any angle and believed that the area/view would improve if the cars were able to be put in a garage. Councillor Piccolo argued for an exception to be made.
- Councillor Liddiard stated if the premise is used that buildings can't be seen in the Green Belt and therefore allow them applications would increase in number and cause chaos and was of the opinion the application should be refused.
- Councillor Watson didn't understand why the building needed to be so big and agreed with Councillor Liddiard and said we shouldn't set a precedent.
- Councillor Polley noted that it had been said the building couldn't be seen due to the conifer trees and added that conifer trees can become diseased and/or felled and are not there for time immemorial. Councillor Polley also noted that the Committee's decision can influence the future. There had been continued extensions to the footprint of the property and supported the officer's recommendation.
- The Chair closed the debate stating he saw both sides of the argument and called for a vote.

The Chair, Councillor Kelly read the officers recommendation.

Councillor Liddiard recommended refusal.

Councillor Watson seconded it.

For: (6) Councillors G Polley, P Arnold, S Liddiard, J Maney, S Shinnick and, and L Watson

Against: (2) Councillors T Kelly, T Piccolo

Abstained: (0)

55. 22/01606/FUL: Titan Works, Titan Road, Grays

The Major Application Manager presented the application and highlighted the following points:

- The application relates to the demolition and clearing of all existing buildings on the site for redevelopment of 28 units.
- 39,636sq metres of employment land floorspace. The site covers an area 13.79 hectares, of which 9.12 hectares is usable. The site sits 17 metres lower than the surrounding ground level.
- The proposal seeks to build small, medium and two large sized business units for general industrial, storage and/or distribution usage. Area is designated as an employment area.
- The application is recommended for approval.

Members asked the following questions to the Major Application Manager and Highways Principal Engineer:

- Councillor Arnold asked if there would be any improvement to the junction on Hogg Lane
 - Highways team is seeking improvements.
 - Models show it would not impact on the junction at Hogg Lane, there would be an impact at the site, but queues are not expected.
- Councillor Arnold further asked if the well-established trees on the site would be protected.
 - No plans to remove trees. Plans to increase trees.
 - Tree lined avenue would remain.
- Councillor Polly had concerns regarding site access and asked if the Fire Brigade had been consulted and what the emergency evacuation plan would be.
- Councillor Polly further inquired about the travel plan and asked if a shuttle bus service to the unit could be added to the lease agreement.
 - Only one vehicle access
 - Units would be built to meet fire safety regulations.
 - Evacuation procedures fall under health and safety legislation.
 - Site is a flood zone, and a flood evacuation plan would need to be put in place.
 - Car club places proposed onsite.
 - If there is a requirement for a shuttle bus a service could be set up in the future.
 - Site will have better pedestrian access to town centre and railway station.
- Councillor Liddiard asked if the area is currently derelict and what the net increases of jobs would be.
 - Business operations in the area are low.
 - 86 jobs on site currently, with a predicted increase to 650 jobs.
- Councillor Maney asked how close the existing houses were to the site and if there would be an impact.

- All buildings would be in the confines of the quarry, with nothing projecting above the cliff face.
- Councillor Watson overall liked the plan but had a few concerns. One concern was regarding possible future flooding and asked if there was a flood would there be any contamination coming from the units and how it would be managed. A second concern was regarding the road network and asked what the impact would be with increased HGV traffic. How far out did the traffic model look. Councillor Watson also asked if only £50,000 had been highlighted for pedestrian work.
 - In high-risk floodplain but there is no objection from the Environment Agency.
 - Site has contamination at present and would be decontaminated before any occupation of the site.
 - The road network has been assessed as part of the application. Planned modification at the Treacle Mine roundabout, an additional lane will come down from North Stifford interchange to improve traffic flow.
 - A contribution has been asked of the applicant towards pedestrian improvements.
 - A Lorry routing management plan would be put in place to ensure lorries and HGVs would have to enter in left and exit right.
- Councillor Shinnick asked if the HGVs will be able to turn right and if it would be better for the HGVs to use the roundabout.
 - Only able to turn right, road is wide enough.
- Councillor Piccolo noted there would be increased traffic to the site and asked if access would be made easier if a yellow box junction was set up.
 - Modelling shows it would not be necessary.
- Councillor Piccolo further asked who would be monitoring the junction.
 - Improvements would be made as necessary.
- Councillor Arnold had seen issues at the junction and fears backups on Hogg Lane would cause issues in the area. Councillor Arnold is not confident that HGVs would follow set out travel plans.
- Councillor Arnold further asked if there were any provisions in place for solar panels to be put in by the applicant.
 - Applicant produced an energy statement. At least 20% of energy from used by units would be from renewable sources.
- Councillor Watson asked if there was an asbestos plan.
 - Not known, asbestos sits outside of planning legislation.
- Councillor Polley asked who would monitor the site to make sure operators at the site respect residents.
 - Conditions are in place for developer to respect residents.
 - If residents complained, it would be investigated.
- The Chair, Councillor Kelly noted the possibility of increased business rates due to increased floor space and asked if there is a commitment timeline.
 - Business rates are not a material planning consideration.

- Conditions would be, start in 3 years, phasing arrangement with demolition in May 2024 with development completion in September 2025

Speaker Statements were heard from:

Statement of Support: Alastair King of Chancerygate

During the debate the following was highlighted:

- The Chair welcomed the plan and noted it would be a good regeneration opportunity for Grays including: the new pedestrian access, jobs, boost to economy. Councillor Kelly also understood the concerns with HGV movement but was content with the traffic modelling. CCTV could be added at the access point to monitor HGV movement if there was an abuse of left hand turns.
- Councillor Arnold identifies there could be a loss on natural habitat and had concerns regarding HGV traffic, its cumulative effect and possible gridlock in the borough. Highway issues cannot be disregarded. Councillor Arnold also added that the scheme was fantastic, and the pedestrian access to the town centre could improve business. The current site looks tired and welcomed regeneration to the area.
- Councillor Polley agreed with Councillor Arnold. Councillor Polley welcomed job creation and hoped the development would bring life and energy to Grays High Street. Councillor Polley also shared her concerns regarding the road network. Councillor Polley noted she would not like the security barrier by the entrance potentially blocking traffic on Hogg Lane.
- Councillor Watson shared her worries regarding the road network but liked the development, its training plan, the consideration to biodiversity. Councillor Watson noted the loss of 43 trees but appreciated the gain to the area: increased footfall and the opportunity to bring more life into Grays.
- Councillor Piccolo thinks the development is great, it would be well hidden, and any noise would be mitigated. Councillor Piccolo shared his concerns with the impact the site would have on the traffic on Hogg Lane. There are no residents on Hogg Lane to lodge a complaint. Monitoring on Hogg Lane would need to be put in place and the entrance and exit of the site.
- Councillor Maney noted it would be a good development for Grays but also shared the same concerns regarding the road network and local wildlife.
- The Chair closed the debate and summed up the concerns of the members and asked what options are available for CCTV monitoring the site exit and entrance.
- The Major Application Manager answered questions that came up in the debate.

- With regards to the environment, conditions for detailed landscaping, tree planning, and biodiversity are in place and it would improve the ecology of the site.
- Security barrier would be at the bottom of the access.

The Chair, Councillor Kelly recommended approval.
Councillor Polley seconded it.

For: (8) Councillors Tom Kelly (Chair), Georgette Polley (Vice Chair), Paul Arnold, Steve Liddiard, Jacqui Maney Terry Piccolo, Sue Shinnick, and Lee Watson.

Against: (0)

Abstained: (0)

56. 23/00033/FUL: Units 1 to 8 Including Burger King, Thurrock Shopping Park, Weston Avenue, West Thurrock

The Major Application Manager presented the application and highlighted the following points:

- The application relates to the demolition and clearing of all existing buildings on the site to allow redevelopment for a two-story distribution warehouse with a total floorspace of 61,983sq metres.
- The site is situated of the western side of the Lakeside basin at Thurrock Retail Park
- The application is recommended for approval.

Members asked the following questions to the Major Application Manager and Highways Principal Engineer:

- Councillor Watson shared her concerns with the amount of HGV traffic that needs to use junction 31 of the M25 and asked how junction 31 could cope and what would be done to help the movement around the junction for the surrounding towns and villages.
 - Could potentially reduce traffic at junction 31 as traffic would be taken off in models.
- Councillor Watson stated she would challenge those findings and was of the opinion that junction 31 could not handle additional traffic.
 - If approved, future models for other developments would need to consider the traffic generated by this application.
- Councillor Watson asked what the purpose was of the triangle of land in north of the site.
 - Remain as car park.
- Councillor Watson asked if gates would be installed at the entrance and exit of the site to stop car cruising and racing.
 - The road does not loop round the building. The road shown is on an upper level and is not connected to the ground level road.

- There are existing barriers at the site.
- Councillor Watson was also concerned with the amount of traffic needing to use the roundabout on Weston Avenue.
- The Chair was interested in the design and noted it was the first building of its type. The Chair asked for the number of traffic movements in a day and if it was 24-hour operation.
 - Currently
 - 1,211 vehicles in Saturday peak between 13:00pm – 14:00pm.
 - 144 vehicles in the morning peak.
 - 543 vehicles in afternoon peak.
 - Worst case scenario model.
 - 86 vehicles in Saturday peak
 - 385 vehicles in the morning peak.
 - 197 vehicles in afternoon peak.
 - 24-hour operation
- The Chair asked if the units could be operated by separate companies.
 - Yes, 2 companies 1 per floor.
- Councillor Watson asked what the impact of 24-hour operation would have on the residents in Lakeside.
 - A traffic route plan would be put in place to avoid residential areas.
- Councillor Watson asked what would be done to monitor HGV traffic.
 - Most direct route would not go through residential areas to minimise driver mileage.

The Chair paused the meeting for a break at 20:12pm

- Councillor Polly shared her concerns regarding junction 31 of the M25 and would not like to the borough only to be a distribution employment zone. Councillor Polly asked if there was existing retail space in Lakeside to absorb the retail business currently on the site.
 - From a customer view there are other retail options available.
 - Moving business to nearby vacant units.
- Councillor Polly asked if the likely operators were known and looked for a sense of scale for the building. Councillor Polley also had worries about the signage being a distraction for drivers.
 - Operators are not yet known.
 - Building would be 33.6 metres high and the clocktower is 33.5 metres high.
 - Signage is not part of the application but an idea of where the signage could go. Signage has to be applied for separately.
 - Highways would look at signage and advertisements to ensure they wouldn't distract drivers.

The Chair suspended standing orders so the meeting could continue beyond 20:30pm

- Councillor Arnold asked if the clocktower was a protected building.

- The Chair asked if signage covered all four sides.
 - Plans show likely areas.

Speaker Statements were heard from:

Statement of Support: Jayme McArthur of British Land (Applicant & Landowner)

During the debate the following was highlighted:

- The Chair opened the debate, the Lakeside area is changing, and we should monitor every one of those changes. Councillor Kelly was impressed by the design of the warehouse and the 50/50 split of traffic. He welcome the economic growth the development could bring.
- Councillor Liddiard liked the development and was not worried about the 24-hour operation as the operator could stagger the hours to avoid peak times.
- Councillor Polley noted Thurrock has been promoted as the logistics hub for the East of England for the past 20 years and welcomed the innovative ideas. Councillor Polley was also comforted that the landowner also owned the retail park next to the proposed site as there would be an incentive to be a good neighbour.
- Councillor Polley also noted that the east facing slips needed to be looked at as well as amenities for drivers.
- Councillor Arnold could see problems with the road network and commented that there must be a breaking point at some point for the network. Councillor Arnold could see the benefits to the borough but also the disadvantages for the road network.
- Councillor Piccolo liked the application and the staggered [IRC1](#) times of operation. 24-hour operation could help the road network. The impact is lessened by being near the highway network. Councillor Piccolo noted there were many vacant units in Lakeside and moving business could revitalise the area.
- Councillor Watson shared her concerns with Councillor Arnold with the added concerns of the local residents and received no reassurance that the lorries would not use residential roads. Councillor Watson argued that it is not about the jobs or the building but the stress on the road network and residents in Lakeside.

The Chair, Councillor Kelly recommended approval.
Councillor Liddiard seconded it.

For: (6) Councillors Tom Kelly (Chair), Georgette Polley (Vice Chair), Paul Arnold, Steve Liddiard, Jacqui Maney and Terry Piccolo.

Against: (1) Councillor Lee Watson

Abstained: (1) Councillor Sue Shinnick

The recording of the meeting can be viewed from the following link:
[Planning Committee - 30th November 2023 at 6:00pm - Thurrock Council committee meeting webcasts \(public-i.tv\)](#)

[\[RC1\]](#)Check this shouldn't read 'staged'

The meeting finished at 9.00 pm

Approved as a true and correct record

CHAIR

DATE

**Any queries regarding these Minutes, please contact
Democratic Services at Direct.Democracy@thurrock.gov.uk**

8 February 2024	ITEM: 6
Planning Committee	
Planning Appeals	
Wards and communities affected: All	Key Decision: Not Applicable
Report of: Tracey Coleman – Chief Planning Officer	
Accountable Chief Officer: Tracey Coleman – Chief Planning Officer	
Accountable Director: Mark Bradbury – Interim Director, Place	

Executive Summary

This report provides Members with information with regard to planning appeal performance.

Please note that due to the January Committee being cancelled, this report includes summaries of appeal decisions received in December 2023 and January 2024

1.0 Recommendation(s)

1.1 To note the report.

2.0 Introduction and Background

2.1 This report advises the Committee of the number of appeals that have been lodged and the number of decisions that have been received in respect of planning appeals, together with dates of forthcoming inquiries and hearings.

3.0 Appeals Lodged:

3.1 **Application No:** 23/00303/FUL

Location: 2 Rainbow Lane, Stanford Le Hope, Thurrock, SS17 0AS

Proposal: Proposed new dwelling to south of the existing property No. 32, including associated parking and amenity space.

4.0 Appeals Decisions:

The following appeal decisions have been received:

4.1 Application No: 22/01097/FUL

Location: 45 Sanderling Close, East Tilbury, Essex, RM18 8FF

Proposal: (Retrospective) Change of use of land from landscaped setting to residential curtilage, and the reposition of a new 1.8m high boundary fence and new driveway and vehicle access.

Appeal Decision: Appeal Dismissed

4.1.1 The main issues were the effect of the development on the character and appearance of the area, and the effect of the development on highway safety.

Character and appearance

4.1.2 The Inspector found the solid high fence stood out as being discordant to views along Turnstone Close due to its projection beyond the side of the appeal property and its position further forward of the building line of properties on Turnstone Close resulting in a prominent appearance in the street scene. Accordingly, it was considered to be contrary to Policies PMD2 and CSTP22 of the Core Strategy.

Highway safety

4.1.3 The Inspector found the enclosure of the land to the side of the appeal property restricts visibility for pedestrians and vehicles using the shared surface at the junction. The Inspector also found the proximity of the new parking space to the corner would leave limited visibility and create a hazard for road users. Accordingly, it was considered to be contrary to Policies PMD2 and PMD9 of the Core Strategy in this regard.

4.1.4 The appeal was dismissed. The full appeal decision can be found online.

4.2 Application No: 22/00016/FUL

Location: 41 Southend Road, Stanford Le Hope, Essex, SS17 0PQ

Proposal: Proposed replacement dwelling house towards the rear of existing development site.

Appeal Decision: Appeal Dismissed

4.2.1 The main issues were the effect of the proposal on the character and appearance of the area; the effect of the proposal on the living conditions of the occupiers of 39 Southend Road, with particular regard to privacy; and

whether the proposal would provide adequate arrangements for car parking.

Character and appearance

- 4.2.2 Given the strong street frontage, the long rear gardens and the layout of the area the Inspector found the backland siting of the dwelling, combined with this orientation and proximity to the site boundaries to be an obtrusive and incongruous addition out of character with the prevailing development pattern of the area. Accordingly, it was considered to be contrary to Policies PMD2, CSTP22 and CSTP23 of the Core Strategy.

Living Condition

- 4.2.3 The Inspector found that windows serving habitable rooms at first floor level would overlook the rear garden of No 39 Southend Road to the detriment of the privacy and amenity of the occupiers of that property. Accordingly, it was considered to be contrary to Policy PMD1 of the Core Strategy.

Car Parking

- 4.2.4 The Inspector did not identify any harm to car parking provision as a result of the proposals.
- 4.2.4 The appeal was dismissed in relation to impact on the character of the area and neighbour amenity. The full appeal decision can be found online.

4.3 Application No: 22/01102/FUL

Location: 15 Nursery Close, South Ockendon, Thurrock, RM15 6DD

Proposal: Erection of a 1 bedroom two storey dwelling in the land adjacent to no. 15 Nursery Close, including the demolition of existing double garage and creation of associated off street parking, cycle and bin store and landscaping.

Appeal Decision: Appeal Allowed

- 4.3.1 The main issues were the effect of the development on the character and appearance of the area, and whether the proposal would provide sufficient off-street parking and, the effect upon highway safety.

Character and appearance

- 4.3.2 The Inspector noted the dwelling would appear similar to other properties in the area, albeit with a more modest plot size for the host and proposed dwelling. Whilst there would be some landscaping lost, the Inspector did not find the proposal to be harmful to the character and appearance of the area. Accordingly, it was found the proposal complied with Policies CSTP22, CSTP23 and PMD2 of the Core Strategy.

Highways

4.3.3 The Inspector considered there to be adequate levels of parking and manoeuvring space for the retained and new dwelling and that the proposal would comply with Policies PMD2, PMD8 and PMD9 if the Core Strategy.

4.3.4 The appeal was allowed. The full appeal decision can be found online.

4.4 Application No: 22/00243/CV

Location: 45 Longhouse Road, Chadwell St Mary, Grays, Essex, RM16 4RT

Proposal: Application for the removal of condition no. 4 of planning permission ref: 17/01064/FUL [Conversion of garage into a self-contained annexe with extensions to garage. A drop kerb proposed to front to accommodate new driveway] to allow for use as a separate dwelling.

Appeal Decision: Appeal Dismissed

4.4.1 The main issues were the character and appearance of the area, the living conditions of the occupiers of the host dwelling and the occupiers of the appeal building; and highway safety, with regard to the adequacy of the parking provision, and the potential for the displacement of vehicles on to the public highway.

Character and Appearance

4.4.2 The Inspector saw that subdivided gardens are not a characteristic of the area, and the provision of a separate, building would lead to noticeably small gardens for the original dwelling and new dwelling which would be a discordant form of development, which would fail to integrate with the existing patten of development. Accordingly, the proposal was contrary to Policies PMD2 and CSTP22 of the Core Strategy.

Living Conditions

4.4.3 The proximity between the building and the rear of the main dwelling were considered to result in an unacceptable relationship with regards to privacy and overlooking issues between the 2 properties. There was also concern that the access arrangements for the rear dwelling would be alongside the main property, causing a loss of amenity when the outbuilding was being accessed. Accordingly, the proposal was contrary to Policy PMD1 of the Core Strategy.

Highways Matters

4.4.4 Three parking spaces were available to the front of the site to serve the main dwelling and the building, 2 for the main house and 1 for the rear building. The Inspector found if access to the spaces remained, then the proposal was acceptable. Accordingly in relation to Policies PMD2, PMD8 and PMD9 the proposal was found to be acceptable.

4.4.5 For reasons of character and living conditions the appeal was dismissed. The full appeal decision can be found online.

4.5 Application No: 23/00451/HHA

Location: 86 Southend Road, Grays, Essex, RM17 5NW

Proposal: Demolition of existing shed and construction of two storey side extension and part first floor rear extension.

Appeal Decision: Appeal Allowed

4.5.1 The main issue was the effect of the proposal on the character and appearance of the area.

4.5.2 The Inspector noted that whilst the proposal would not directly mirror the design of the attached property the design would be subservient to the dwelling. It was also noted that the building line in the area was a little fragmented, so projection forward of the notional building line on Tennyson Avenue would not be significantly harmful and some space was retained to the site boundary. Accordingly, the proposal was not found to be harmful to the area complying with Policies PMD2 and CSTP22 of the Core Strategy.

4.5.3 The appeal was allowed. The full appeal decision can be found online.

4.6 Application No: 20/01171/FUL

Location: Stanford House, Princess Margaret Road, East Tilbury, Essex

Proposal: Conversion of ground floor ancillary retail storage units (E Use Class) to provide 1 x 2-bedroom flat and 2 x 1 bedroom flats (C3 Use Class) with associated landscaping.

Appeal Decision: Appeal Allowed

4.6.1 The main issue was whether the proposal would provide future occupiers with adequate living conditions having regard to outlook.

Outlook for occupiers

4.6.2 The Inspector identified that the rear of the building would face the rear wall of a boxing club and a storage building, both of which are single storey. The Inspector noted that an area outside the residential units would be landscaped, with grass block pavers, a landscaped communal garden with a green wall planted on the opposing storage building and 8 Birch trees would be planted.

4.6.3 The plans showed distances of 8.9m from the rear of Units 2 & 3 with each unit having an Oriel window to allow views. The relatively low height of the buildings meant, the Inspector thought, that occupiers would be able to see over the roof and there would be good outlook for these units. Whilst Unit 1 would be closer, at a pinch point at 3.5m, a planter was being provided to soften the wall. Accordingly, subject to conditions, the proposal were found

to be acceptable in terms of future living conditions complying with Policy PMD1 of the Core Strategy.

4.6.4 The appeal was allowed. The full appeal decision can be found online.

4.7 Application No: 22/00616/FUL

Location: 63 Wharf Road, Stanford Le Hope, Essex, SS17 0DZ

Proposal: Demolition of existing dwelling to form access and erection of four semi-detached chalets with parking and amenity space to rear of properties on Wharf Road.

Appeal Decision: Appeal Allowed

4.7.1 The main issues were the character and appearance of the area; the occupiers of adjoining properties; and highway safety.

Character and appearance

4.7.2 Whilst the Inspector noted the new dwellings would depart from the established street pattern, he considered this would not be unusual for infill development and considered they would form a coherent group of new buildings with reasonably large plots and good sized gardens. He found no reason to suggest there would be a long term impact on established planting at the site. Accordingly, in character terms the proposals was considered to accord with Policies CST22, CSTP23, and PMD2 of the Core Strategy.

Neighbour Amenity

4.7.3 With heights of 7m for the new properties and a depth of 13m for gardens on Wharf Road, the Inspector considered the dwellings would not appear overbearing to the occupiers of Wharf Road. He noted that there was no right in planning legislation to protect views, rather only living conditions, which he found not to be impacted upon. The rear dormers, were considered to offer only obtuse views of the nearby gardens, and it was considered these gardens were already more overlooked by the established neighbouring properties. The sounds of traffic movement to the dwellings was considered to be slight for the occupiers of Wharf Road. Accordingly in amenity terms the proposals would be considered to accord with Policy PMD1 of the Core Strategy.

Highways

4.7.4 The Inspector considered Wharf Road to be moderately busy but noted that a large amount of vehicle movements were HGVs to the Stanhope Industrial Estate. The Inspector found the access arrangements and turning arrangements within the site would be acceptable for all types of vehicles. It was considered that junction spacing between the proposed access and other junctions would be acceptable. The numerical provision of parking spaces was also found to be acceptable. Accordingly, in highways terms the proposal was considered to accord with Policies PMD2, PMD8 and PMD9 of the Core Strategy.

4.7.5 The appeal was allowed. The full appeal decision can be found online.

Further information following Planning Committee on 30 November 2023

4.7.6 It is noted that Members were aware of this appeal decision at the Committee meeting held on 30 November 2023 and that Members raised concern that the appeal was allowed.

4.7.7 Decisions of the Planning Inspectorate can be challenged in the High Court, if LPAs think that the Inspectorate has made a legal mistake. Any challenge must be made within 6 weeks of the decision.

4.7.8 As a result of Member's concerns, the matter of the allowed appeal was raised with Legal Services who have confirmed that on review of the decision they consider that there would be unlikely to be grounds for a challenge.

4.7.9 Whilst it is understandable that Members may be upset about the decision being allowed there has not been found to be any error in the making of the decision and therefore the cost and risk to the Council of making any challenge would be significant.

4.8 Application No: 22/00676/FUL

Location: 14 Raphael Avenue, Tilbury, Essex, RM18 8NA

Proposal: Change of use from Residential Dwellinghouse (C3) use, used as a 6 persons smaller House of Multiple Occupation, to an 8 persons Larger House of Multiple Occupation falling under a Sui Generis use, including the erection of a single storey rear extension.

Appeal Decision: Appeal Allowed

4.8.1 The Inspector considered the main issues in the appeal to be:

- the effects of the proposed use on the character and appearance of the area;
- the effects on neighbouring occupiers, due to noise and disturbance;
- the effects on parking and highway safety;
- whether the proposal would put the occupants at undue risk from flooding;
- and whether the development should contribute to the Council's mitigation strategy for internationally designated sites.

4.8.2 The Inspector did not consider that the change of the property from a 6 person HMO to an 8 person HMO would not result in any significant impacts upon the character and appearance of the area and that there would be no conflict with Policies CSTP22 or PMD2.

- 4.8.3 Regarding additional noise, the Inspector considered that the increase of 2 additional persons occupying the property would be unlikely to result in any unacceptable noise or disturbance that would adversely impact neighbours, or be contrary to Policy PMD1.
- 4.8.4 With respect to the parking concerns reason for refusal, the Inspector noted that there was some on-street parking during the daytimes and that this would likely be heavier during the evenings. The Inspector noted the frontage of the appeal site provides a concrete forecourt which was, 'capable of accommodating up to three smallish vehicles, or two larger ones.' The Appellant had indicated this forecourt was rarely used. The Council's case was that the frontage access was prevented by a street tree and a lack of any formal vehicle access. The Inspector stated that they appreciated that the existing forecourt parking area at the appeal site suffers from some shortcomings; in particular, there is no dropped kerb, and manoeuvring is slightly hampered by an existing tree and lighting column. However, the Inspector did not consider the appeal proposal to be dependent on this existing provision. Any problems with regard to access to the forecourt were, commented the Inspector, therefore, irrelevant to the present appeal. Furthermore, the Inspector stated there is no evidence that the defects identified are so serious as to prevent the forecourt from being used. The existence of at least two existing spaces seems to put the appeal property amongst the better served in the street, irrespective of these minor difficulties. The Inspector commented that while the proposal would likely add to this demand for on-street parking, the proposal would be unlikely to lead to significant highway harm given they considered there was space within the immediate highway network for this overspill. The Inspector concluded that there would be no unacceptable harm with regards to parking.
- 4.8.5 Regarding flood risk, the Inspector noted the lack of a Flood Risk Assessment in lieu of a Householder flood risk form, and commented that this form would have been adequate to assess the flood risk for the rear extension. In addition, the Inspector noted that a flood evacuation plan had been submitted, and concluded that, despite the location within a high risk flood zone, the proposal would meet the relevant policy requirements for this type of use and complied with Policies CSTP27 and PMD15.
- 4.8.6 Finally, with respect to the Essex Coast recreational avoidance and mitigation strategy (RAMS) the Appellant has questioned whether the terms of the strategy apply to the present proposal, where no new self-contained dwelling would be created. The Inspector considered they could not judge whether in this particular case the terms of the strategy are such as to make the requested contribution either necessary, or sufficiently related to the development. Furthermore, the Inspector stated, the RAMS does not appear to form part of the development plan, nor of any SPD and concluded there was no justification for the contribution for this proposal.

4.9 Application No: 22/01162/CLEUD

Location: Land to Rear Of 2 To 20, Hillcrest Avenue, West Thurrock, Essex

Proposal: Lawful application to regularise the storage and hobby use of the land with the erection of palisade fencing.

Appeal Decision: Appeal Dismissed

- 4.9.1 The main issue was whether the Council's decision to refuse to grant a certificate was well-founded. In line with section 171B(3) of the Town and Country Planning Act 1990 (the Act) where a material change of use of land has occurred, no enforcement action may be taken following the end of a period of ten years, beginning with the date of the breach. It follows that if the existing use of the land resulted in a material change of use, that use cannot be lawful unless that use had continued for a period of at least ten years.
- 4.9.2 The Inspector commented that although the appellant does store a large number of vehicles there is no evidence that there is any commercial activity taking place and the use does appear to be a hobby or personal pursuit, even if at quite an extreme scale. The Inspector found there was little evidence of any significant restoration going on at the time of my visit and many of the lorries appear to have been purchased and stored, with equipment and associated items within the three storage containers on the site.
- 4.9.3 By his own admission, the appellant accepted that the current use had only been continuing for a period of 8 years prior to the application being made. Consequently, the Inspector stated that if the use involved a material change from any previous use, the current use cannot be lawful because the requisite 10 year period had not elapsed. The Inspector agreed that little information is presented regarding the previous use of the land. There is no record of any planning history prior to the current use. The land is owned by a company who also own land within the industrial/ retail estate at the foot of the chalk cliff which is immediately to the rear of the site.
- 4.9.4 In addition, the Inspector commented that it is clear is that the storage and hobby use has resulted in a material change in the character of the land. The volume of lorries and associated material, plus the storage containers has a significant visual impact and there is potential for greater noise and disturbance associated with repairs and work being carried out to those vehicles. Compared to the little used former state of the strip of land it seems clear that the present use amounted to a material change of use.
- 4.9.5 The Inspector concluded that, 'In planning terms the use is not lawful and there are no grounds to grant a CLEUD in relation to it.' The Inspector

considered that the fence and gates were erected more than 4 years ago, as agreed by both parties and the fence was considered lawful as a result. However, the Inspector determined overall the Council's decision to refuse to grant a CLEUD was well-founded and dismissed the appeal. The Council will now be progressing enforcement matters at the site.

4.10 Application No: 21/00350/BUNWKS

Location: 93 Mollands Lane, South Ockendon, Essex, RM15 6DJ

Proposal: Refusal of planning permission 21/00688/HHA for retrospective summer house.

Appeal Decision: Appeal Dismissed

4.10.1 Two appellants were named on the appeal form. In such circumstances the Planning Inspectorate allocates an appeal reference number to each appellant because, technically, two appeals have been made. In this case, the grounds of appeal are identical in relation to both appeals and a decision is made on each appeal. The Inspector considered the Enforcement Notice appeal in relation to the following breach of planning control: Without planning permission the erection of an outbuilding and decking area.

4.10.2 The requirements of the notice were to:

(i) Reduce the height of the outbuilding to no more than 2.5m in height

(ii) Remove all materials arising from step (i) above from the land.

The period for compliance with the requirements is three months from the date the notice takes effect.

4.10.3 The Inspector considered the appeal which was against Ground c) which was that there had not been a breach of planning control. In this case, the appellant's argument is that the building constitutes 'permitted development' on the basis that it complies with the limitations of Class E, Part 1, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

4.10.4 The Inspector noted that the rear part of the building measured 2.48m from ground level to the top of the flat roof. However, the canopy is raised slightly above the height of the roof of the main part of the building and the top of the canopy roof is 2.61m from ground level.

4.10.5 The Inspector stated that given that the building and the attached canopy are a single structure the overall height is clearly above the 2.5m permitted by Class E and it does not constitute 'permitted development'. Whilst 11cm

may not be substantially over the 2.5m height limit but it is not immaterial or de minimis in the context of the limitations of the GPDO and in the absence of any leeway for discretion, a building either meets the limitations or it does not. In this case, the structure is higher than permitted by Class E. 9. As such, the Inspector concluded, it does not benefit from planning permission granted via the GPDO and amounts to a breach of planning control, in the absence of any planning permission granted by the Council. It follows that the appeal on ground (c) must fail.

4.11 Application No: 21/01277/FUL

Location: 36 High Street, Stanford Le Hope, SS17 0HQ

Proposal: First floor rear extension to the existing property to provide HMO rooms and kitchen space, with parking beneath for existing HMO rooms.

Appeal Decision: Appeal Dismissed

4.11.1 The Inspector considered the main issue was the effect of the proposal on highway safety with regard to the parking and servicing provision.

4.11.2 The Inspector noted that the development in the area typically adjoins the pavement with little off-street parking. On-street parking is restricted, including residential permit zones, within High Street, King Street and the surrounding roads, whilst there is a surface car park accessed from High Street. The area to the rear of the site is used for informal parking related to the commercial premises.

4.11.3 the Inspector commented that the development comprising the additional HMO rooms would be a car free development and would not be provided with any car parking spaces. It was noted that the site is in a highly accessible location where future occupants would not be reliant on private vehicles to access facilities and services, and acknowledging the environmental and health benefits associated with reduced car usage. However, the Inspector stated that there is no mechanism proposed by which the car free development could be secured and retained.

4.11.4 The Inspector went on to state that vehicles exiting the site would likely need to do so in a reverse gear, which may result in the potential conflict with pedestrians and users. The access is located on one of the main routes into the town centre and is close to the busy junction with High Street. The poor layout would therefore increase the risk of harm to pedestrian and highway safety in the locality. The Inspector concluded that the proposal would harm highway safety as a result of the inadequate parking and servicing arrangements. The development would therefore fail to accord with Policy PMD8 of the Thurrock Local Development Framework

Core Strategy and Policies for Management of Development 2015, which requires parking provision to be safe and of a high quality design and the National Planning Policy Framework, which requires safe and suitable access to be achieved for all users.

5.0 APPEAL PERFORMANCE:

5.1 The following table shows appeal performance in relation to decisions on planning applications and enforcement appeals.

5.0 APPEAL PERFORMANCE:

	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
Total No of Appeals	1	2	0	1	6	6	3	7	4			
No Allowed	1	1	0	0	2	2	0	3	0			
% Allowed	100%	50%	0%	0%	33.3%	33.3%	0%	42.8%	0%			

6.0 Consultation (including overview and scrutiny, if applicable)

6.1 N/A

7.0 Impact on corporate policies, priorities, performance, and community impact

7.1 This report is for information only.

8.0 Implications

8.1 Financial

Implications verified by: **Laura Last**
Management Accountant

This report is an update report and as such there are no specific financial implications.

8.2 Legal

Implications verified by: **Caroline Robins**
Locum Principal Solicitor

The Appeals lodged will either have to be dealt with by written representation procedure or (an informal) hearing or a local inquiry. During planning appeals the parties will usually meet their own expenses and the

successful party does not have an automatic right to recover their costs from the other side. To be successful a claim for costs must demonstrate that the other party had behaved unreasonably.

Where a costs award is granted, then if the amount isn't agreed by the parties it can be referred to a Costs Officer in the High Court for a detailed assessment of the amount due

8.3 Diversity and Equality

Implications verified by: **Becky Lee**
Team Manager - Community Development and Equalities Adults, Housing and Health Directorate

There are no direct diversity or equality implications arising from this report..

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

None.

9.0. 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):

- All background documents including application forms, drawings and other supporting documentation can be viewed online: www.thurrock.gov.uk/planning. The planning enforcement files are not public documents and should not be disclosed to the public.

10. Appendices to the report

- None

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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).

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London Gateway Logistics Park Local Development Order 1.5

Statement of Reasons



February 2024

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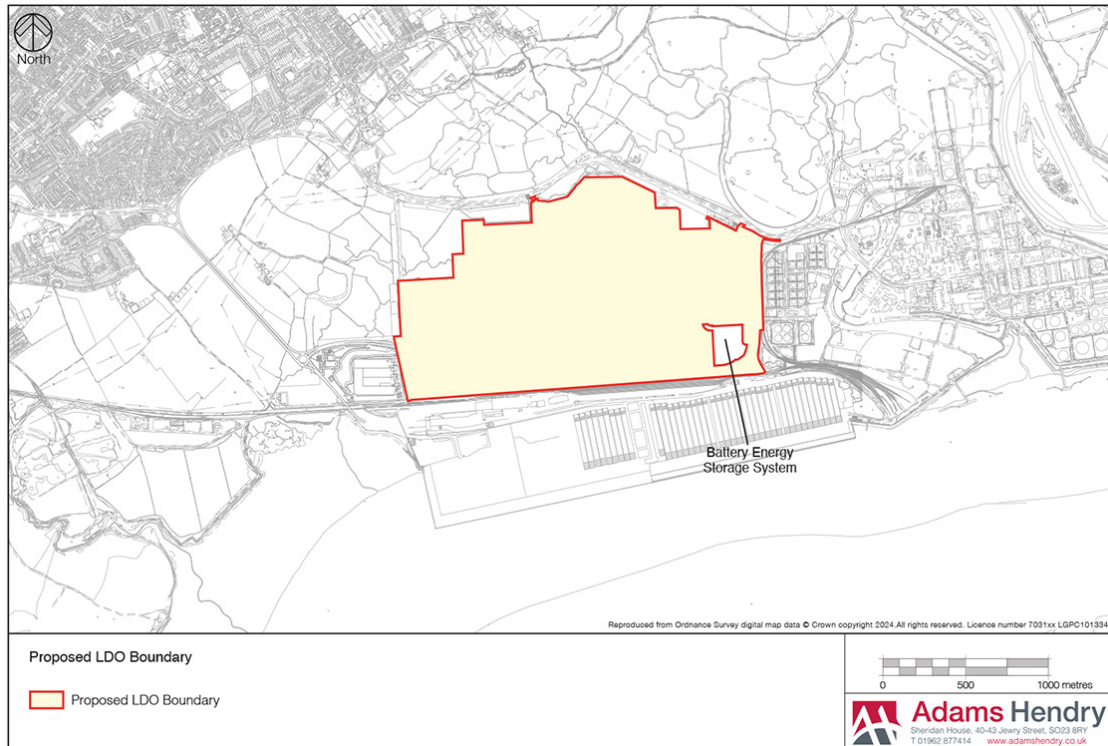
1.0 Introduction and Background

- 1.0 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. The two components are in single ownership and, together, form London Gateway.
- 1.1 The Logistics Park was the subject of the London Gateway Logistics Park Local Development Order (LDO1) 2013, which granted planning permission for a total of 829,700m² of commercial floorspace together with ancillary uses and a range of supporting servicing facilities, plant, landscaping and infrastructure. To date a total of 293,136m² of development has been completed on site and a further 44,089m² is committed under LDO1, the vast majority of which is within Use Class B8.
- 1.2 Consent exists under LDO1 for land raising across the Park (with the exception of the area immediately adjoining the Battery Energy Storage System in the south east corner of the site) and much of the remaining undeveloped plots have been remediated. The key infrastructure corridors are in situ and strategic landscaping along the western and northern boundaries has been implemented. The site has been cleared of ecological interest in preparation for the development of the Logistics Park and species present translocated to various receptor sites which are managed in accordance with agreed protocols. Off-site highway works have also been undertaken in anticipation of the full Logistics Park development.
- 1.3 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 LDO.
- 1.4 In order to deliver economic growth and capitalise on the growth of the Port and the success of LDO1, the Council is keen to ensure that the path to securing consent for the remainder of the Logistics Park continues to be as simple as possible.
- 1.5 LDOs were introduced in the Planning and Compulsory Purchase Act 2004 to simplify the planning process by removing the need for express planning permissions, where this is considered appropriate and proportionate. One of the circumstances considered suitable for an LDO is flagship development important to economic regeneration, such as the Logistics Park. To this end, the Council wishes to continue to incentivise development in order to deliver the economic objectives set out in the Thurrock Core Strategy Development Plan Document.
- 1.6 LDO1 had a duration of 10 years and expired in November 2023. As a significant amount of the Park is still to be developed a replacement LDO (hereafter referred as LDO2) is being prepared to deliver the economic regeneration benefits arising from the completion of the remaining undeveloped plots. It is proposed that LDO2 will allow up to 738,244 m² of commercial

floorspace on the site.

- 1.7 LDO1.5 is proposed as an interim measure (valid for 1 year or until LDO2 is made whichever is the sooner) to enable development of up to 85,000m² of commercial floorspace within Use Class B8 to be development on the site (see Figure 1) pending consideration of LDO2.

Figure 1 – LDO Boundary



Objectives and Purpose

- 1.8 The purpose of LDO1.5 is to build on the success of LDO1 by streamlining the planning process by removing the need for developers to make a planning application. It will 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.
- 1.9 Figure 2 shows the development status of the Logistics Park as of November 2023 and illustrates how the remaining plots on the Park may be completed. LDO1.5 will only allow a limited amount of additional floorspace to come forward in advance of the preparation of LDO2, which is intended to secure the implementation of the remainder of the Logistics Park.
- 1.10 The objectives of the LDO fulfil the aims of national and local policy, as set out Section 3, specifically in relation to the regeneration of the area, achieving economic growth and delivering a significant improvement in the local economy.

London Gateway is one of the Council's five key strategic economic hubs and regeneration areas and one the largest economic drivers for the borough.

- 1.11 The London Gateway Logistics Park is being promoted as a flagship project and is intended to deliver a nationally significant sustainable development and to enhance significantly the profile of the borough as a centre for logistics.

2.0 Environmental Context

- 2.1 London Gateway forms part of the Thames Freeport economic zone established by the Government in 2021 to help boost global trade, attract inward investment and to generate employment opportunities. It lies 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 (LG 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 The site is located within the Greater Thames Marshes Nature Improvement Area. The internationally designated Thames Estuary and Marshes Ramsar and Special Protection Area (SPA) and the nationally designated Mucking Flats and Marshes Site of Special Scientific Interest (SSSI) are located approximately 0.25km to the south west of the site.
- 2.4 The underlying site specific environmental issues have been and remain fundamental to its redevelopment and hence its regeneration. The site was cleared of ecological interest in preparation for its redevelopment and species present were translocated to various receptor sites in the vicinity.
- 2.5 The habitat creation areas include two areas of land, known as the Northern Triangle East and Northern Triangle West, immediately north of The Manorway. A third site, The Northern Landscape Receptor Site, is located on land between the northern site boundary and The Manorway (A1014).
- 2.6 The land between the western boundary of the site and the settlement fringes of Corringham and Stanford-le-Hope includes Great Garlands Farm and an area of grazing marsh part of which continues to be used for grazing livestock and is in part, also under active ecological management. Within this area, is the Great Garlands Farm Elbow (1.35 ha), also designated as an ecological receptor site and Great Garlands Farm Elbow Habitat Enhancement Area (~4.4 ha). The Stanford Wharf nature reserve to the south west of the site, is also under active ecological management.
- 2.7 The site and surrounding area are situated within Environment Agency Flood Zone 3. The extent of Flood Zone 3 specifically ignores the presence of flood defence assets and therefore does not account for the significant flood defences provided by the adjacent port area to the south as well as the wider Thames Tidal Defences.
- 2.8 There are no listed buildings or conservation areas within or directly adjacent to the site. However, sixteen listed buildings are located within 1 km of the site. The majority of these are located within Fobbing and Corringham Conservation Areas. The closest listed building (Great Garlands Farm) is approximately 700m from the site boundary at its nearest point.

3.0 Policy Context

Key National and Regional Policies and Strategies

- 3.1 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. The imperative need for the regeneration of the site is demonstrated by the high priority consistently accorded to it in planning policy documents and is a reflection of the scale of the proposals and the high value accorded to the benefits that regeneration would bring to the locality and the Borough as a whole.
- 3.2 London Gateway is part of the wider Thames Gateway area identified at a national level for regeneration and economic development. The need to regenerate an area of the Thames Estuary that stretches across Essex and Kent has been identified in one form or another since the early 1980's. There has long been recognition by national Government that the area could support the growth of the Greater South East as a driver of the UK's prosperity.
- 3.3 The Government remains committed to making a success of the Thames Gateway. It recognises that it is an area able to offer unparalleled growth potential, having a range of opportunities including proximity to London, excellent transport links, significant volumes of brownfield land that can be redeveloped for housing and business, and the presence of key sites such as London Gateway, with the potential to provide a significant number of new jobs.
- 3.4 The Thames Estuary 2050 Growth Commission was established in March 2016 to develop an ambitious vision and delivery plan for north Kent, south Essex and east London. The Commission acknowledges that the area needs strong delivery and investment to make sure that, as other high growth corridors around London expand, the Thames Estuary is not left behind.
- 3.5 One of the objectives of the vision is to support the sustained growth of its high value, healthy wage sectors achieving up to 1.3 million new jobs by 2050. Existing sectors will be strengthened including freight and logistics and construction, maximising existing assets such as the ports.
- 3.6 The core strengths of the 'Inner Estuary' are its connectivity, which supports a growing higher value logistics and freight sector, including further investment in London Gateway Port.
- 3.7 The National Planning Policy Framework (NPPF) (2023) demonstrates the Government's commitment to building a strong, competitive economy. It urges local planning authorities to place significant weight on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Paragraph 51 supports local planning authorities in tailoring planning controls to local circumstances, encouraging the use of Local Development Orders where the impacts would be acceptable, and in particular where this would promote economic, social or environmental gains for the area.

- 3.8 S.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 provides that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Great weight must be accorded to the desirability to preserve a listed building or its setting, therefore. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset or its setting (and in the case of the NPPF this will include the setting of a conservation area in relation to which great weight attaches to its conservation), paragraph 202 of the NPPF makes it clear that this harm should be weighed against the public benefits of the proposal.

Local Policies

- 3.9 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.
- 3.10 Thurrock's Core Strategy is reliant on the regeneration of the site, which represents the largest, single employment site within the Borough, estimated to deliver half of the 26,000 jobs planned for over the period up to 2026.
- 3.11 Policy CSTP6 (Strategic Employment Provision) seeks to maintain high and stable levels of economic and employment growth by safeguarding and reserving primary, secondary industrial and commercial sites for employment generating uses falling within Class B1 (now Class E), B2 and B8 and sui generis uses.
- 3.12 Thurrock's riverside and coastal land is recognised as a key asset of the Borough for various roles and is further safeguarded by Core Strategy SSO19 for port related activity at London Gateway. Policy CSTP29 specifically promotes the economic and commercial function of the river prioritising uses that require access to the river frontage and safeguarding port-related operational land.
- 3.13 Whilst promoting and supporting economic growth, the Core Strategy seeks a sustainable balance between housing and job creation across the Borough supported by integration and phasing with existing and planned transport and community infrastructure.
- 3.14 At a local level, work has begun on revising the Thurrock Local Plan and a number of technical studies have been commissioned. The Draft South Essex Economic Development Needs Assessment 2017 shows that two thirds of South Essex's future employment land requirements are focussed in Thurrock, with warehousing being the predominant sector of demand. The assessment assumed that Thurrock could reasonably be expected to see a 40% uplift in future industrial activity as a result of the relocation of existing industrial activity from London, with a split of 30% industrial and 70% distribution. This reflects

the expectation that Thurrock is well placed to accommodate a significant proportion of any displaced industrial activities, particularly distribution.

- 3.15 The Local Plan Initial Proposals Document published in December 2023, identifies the key industries in the Borough as logistics and warehousing, construction and retail. The strength of these sectors reflects some of Thurrock's key locational advantages, such as its close proximity to London and access to global markets which make it an attractive proposition for continued inward investment and job creation.
- 3.16 Thames Freeport was designated in March 2021 as a catalyst for change in Thurrock. There are specific areas within this zone, including London Gateway Logistics Park, which have been designated as either tax sites or customs sites. These designations offer a package of investment and tax incentives or simplified customs arrangements to entice new businesses to locate within them.
- 3.17 The development of London Gateway as a Port and as a centre for logistics and commercial development has been supported at the highest level of Government for many years and is now embedded in Thurrock's Core Strategy. The implementation of the development through an LDO, as the primary planning context for delivery, will help to secure long awaited and significant economic growth in Thurrock, the wider Essex area and meet national economic priorities. The objectives of the LDO are in line with the Council's aspirations and policies for London Gateway.

4.0 Description of Development

- 4.1 LDO1.5 will permit, subject to a range of controls, a total of 422,225m² of commercial floorspace (the majority of which is already operational or consented) including storage and distribution (warehouse), research and development and industrial accommodation – together with ancillary uses and a range of supporting servicing facilities, plant, landscaping and associated infrastructure.
- 4.2 The LDO is in four main parts (set out in Schedule 1), which permit:
- Part 1: Erection of buildings - the erection, extension, or alteration of warehouse (B8), general industrial (B2), research and development and/or light industrial buildings (E(g)(ii) and E(g)(iii)) and/or office buildings (E(g)(i)). Class B8 floorspace not to exceed 411,439m²; Class B2/E(g)(ii) and E(g)(iii) floorspace not to exceed 7,586m² and Class E(g)(i) not to exceed 3,200m²;
 - Part 2: Changes of use of buildings within the range of permitted classes above (with any changes not to result in the above limits being exceeded);
 - 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.
- 4.3 The four parts of LDO1.5 are each subject to specific limitations and conditions. Schedule 2 also sets out general conditions applicable to all development under LDO1.5. In addition LDO is subject to specific controls in the compliance documentation: the Design Code, Code of Construction Practice, Ecological Mitigation and Management Plan and Travel Plan.
- 4.4 Taken together with the matters set out in section 5, including the S.106 obligations, these allow the Logistics Park to be developed without further need for planning permission, over its lifetime or until LDO2 is made whichever is the soonest.
- 4.5 The Council believes that LDO1.5 is an effective, expedient and proportionate way of continuing to deliver its economic objectives set out in the Core Strategy by enabling a limited amount of additional B8 development on the Logistics Park pending the preparation of LDO2 which will enable the completion of the Park. The Council further believes that there are adequate procedural and substantive safeguards set out in LDO1.5 as described in this Statement and set out in full in the LDO and its compliance documents.

5.0 Conditions, Controls and Legal Agreement

- 5.1 Development to be permitted by Schedule 1 of the London Gateway LDO1.5 will be subject, in each case, to the restrictions and conditions set out in the relevant Part of Schedule 1. Schedule 2 of LDO1.5 sets out further general conditions that will all apply to all classes of development.
- 5.2 These conditions are in place to ensure that the development proceeds in an appropriate manner to deliver the objectives of the LDO; and to ensure the delivery of a high quality and sustainable development supported by the necessary infrastructure and services.
- 5.3 LDO1.5 will not grant planning permission for any development which would be likely to have a significant effect on a European site (i.e. a Special Protection Area under the Birds Directive or a Special Area of Conservation under the Habitats Directive) or a European offshore marine site. Further the LDO will not grant planning permission for any development affecting a listed building or development which is Schedule 1 development within the meaning of Regulation 2(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended).
- 5.4 Various Codes and Plans are referred to in the conditions accompanying LDO1.5. These compliance documents set out detailed guidance to control overall design quality, construction management practices, ecological mitigation and management and travel planning measures related to the Logistics Park. These ensure that the LDO fulfils the requirement to enable delivery of an acceptable and sustainable development.
- 5.5 Development permitted by LDO1.5 must accordingly comply with the requirements set out within the compliance documents:
- The London Gateway Logistics Park LDO1.5 Design Code;
 - The London Gateway Logistics Park LDO1.5 Code of Construction Practice (CoCP);
 - The London Gateway Logistics Park LDO1.5 Ecological Mitigation and Management Plan (EMMP); and
 - The London Gateway Logistics Park LDO1.5 Travel Plan (TP).
- 5.6 The Design Code sets out the minimum applicable standards to be applied to the building plots, infrastructure and amenity space on site and, amongst other things restricts the locations of certain types of buildings as well as their maximum height. Its purpose is to establish the parameters for the development and to ensure that a high and consistent standard of design is maintained throughout the Park to provide a sustainable and stimulating working environment whilst at the same time enabling the diverse commercial requirements of individual occupiers to be met.
- 5.7 With these measures in place the submitted Heritage Statement demonstrates that if there is any harm at all on the setting and significance of listed buildings or the conservation areas, this is at worst at the low end of the less than substantial harm spectrum. Having regard to the duty under s.66 of the Planning (Listed Building and Conservation Areas) Act 1990 and the provisions

of the NPPF, LDO 1.5 is promoted on the basis that any such harm is clearly outweighed by the considerable public benefits of the development which the LDO permits.

- 5.8 The CoCP provides a framework for compliance for all site preparation and construction works. 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 levels, air quality, water resources, ecology and archaeology. All necessary environmental permits, licences and regulatory notifications will still have to be obtained.
- 5.9 All ecological mitigation and other associated on and off-site works and improvements (including the provision of off-site habitats) required by LDO1 to facilitate the development permitted have been completed. The LDO1.5 EMMP includes a requirement for continued mitigation, management and surveillance and sets out monitoring protocols for terrestrial ecology in off-site and on-site locations (and to the extent they are not already implemented, continues to require on-site and off-site habitat creation and management measures). These are secured through a combination of conditions and S.106 obligations.
- 5.10 The LDO1.5 Travel Plan sets out measures to reduce the impact of Logistics Park traffic on local communities and the local and strategic road network and to promote sustainable modes of transport for employees and freight.
- 5.11 An agreement under Section 106 of the Town and Country Planning Act 1990 (the s.106 Agreement), between the Council and the owners of the Logistics Park, will be entered into, before LDO1.5 is made, to ensure, primarily, that the off-site highway infrastructure improvements and/or mitigation necessary to support the development will be delivered when required.
- 5.12 The S.106 Agreement also secures compliance with the Travel Plan and sets out obligations in relation to the long term monitoring of environmental matters covered in the EMMP.

6.0 Duration of LDO1.5

- 6.1 LDO1.5 would be active for a period of one year from the date it is made unless LDO2 is made prior to that expiry date, in which case it would expire on adoption of that Order. This is to allow a limited amount of floorspace to be developed on site to meet current commercial requirements. Following the end of this period, LDO1.5 will cease to apply.
- 6.2 Any proposed amendments to the Order following review by the Local Planning Authority will be subject to the consultation procedures set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015 (or its successor).
- 6.3 Development started under the provision of LDO1.5 prior to its expiry can be completed following the expiry of LDO1.5.
- 6.4 The developments that have taken place under the LDO1.5 will be allowed to continue to operate but no new development will be allowed under the terms of LDO1.5 following its expiry. Such new development would require separate planning permission in the normal course in the event LDO2 has not been made.

7.0 Prior notification of development

- 7.1 Notification of proposed development under LDO1.5 must be made by the Logistics Park developers to Thurrock Council prior to the commencement of development using the London Gateway LDO Prior Notification of Development Form (appended to the LDO).
- 7.2 Thurrock Council will confirm in writing, within 28 days of receipt of the completed prior notification of development form, that:
- a) the proposed development is permitted under the terms of the LDO and therefore can proceed without the requirement for a planning application, or
 - b) whether a separate planning application is required as the proposed development is beyond the scope of the LDO, or
 - c) further information is required, specifying the required details and reasons for them.
- 7.3 Failure of the local planning authority to respond in writing within the 28 day period will be deemed as confirmation that the proposal is compliant with the provisions of the LDO.

8.0 Monitoring

- 8.1 The LDO will be subject to regular and continuous monitoring to assess its effectiveness. The monitoring scheme will allow the Local Planning Authority to:
- check and monitor the development's compliance with LDO1.5 and Section 106 obligations; and
 - collect data to enable the LPA to measure the achievement of LDO1.5 in delivering national and local growth, economic and regeneration objectives.
- 8.2 The Logistic Park developers will be obliged to supply the Council with an annual monitoring report, which will comprise data on such topics as:
- Total number of jobs on-site (FTE)
 - Floorspace by Use Class and plot
 - Amount of vacant floorspace
 - Employee car usage
 - Car parking spaces by plot
 - Operational lorry parking by plot
 - Relationship to Port (% of activity)
 - Road/rail freight share
 - Achievement of BREEAM standards.
- 8.3 Separate further monitoring as to traffic impacts will be required under the Travel Plan and environmental monitoring will be required under the EMMP.
- 8.4 Monitoring of the LDO will be reported in the Council's Annual Monitoring Report (AMR), if maintained.

9.0 Revocation of the LDO

- 9.1 The Local Planning Authority (LPA) may exercise its powers to amend or withdraw the Order (provided by section 61A [6] of Planning and Compulsory Purchase Act 2004) at any time. The Council would do so if, in the Council's view, LDO1.5 had consistently failed to meet the objectives in making the LDO as set out at Section 1 of this Statement of Reasons, and it is considered that amendments to the Order would not overcome this, or, if changes in material considerations require LDO1.5 to be revoked, amended or revised.
- 9.2 Should the local authority determine that LDO1.5, in part or in whole, will be revoked or amended or revised, it will give the landowner(s) and any other interested parties a minimum of 6 months notice prior to any such revocation, amendment or revision.
- 9.3 In pursuance of the Town and Country Planning Act s.61D, development that has commenced lawfully before this Order is revoked, amended or revised (as the case may be), may be completed notwithstanding that the effect of the revocation, amendment or revision is to withdraw permission for the same.

10.0 Preparation of the LDO

- 10.1 LDO1.5 has been prepared in accordance with s.61A to 64D of, and Schedule 4A to, the Town and Country Planning Act 1990, as amended, and articles 38 and 41 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended); and the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). In accordance with the legislative requirements, Thurrock Council issued a Screening Opinion on 20th October 2023 determining that an Environmental Impact Assessment was not required to support LDO1.5.
- 10.2 Thurrock Council has obtained independent legal advice at all stages of the preparation of the LDO and accordingly the Council is satisfied that the LDO fully complies with the necessary legislative requirements.
- 10.3 The preparation of LDO1.5 included both informal consultation - mainly with statutory and technical consultees - during the drafting of the Order and a formal period of consultation. The consultation included the compliance documents and supporting strategies.
- 10.4 A series of technical assessments and surveys were undertaken on behalf of the Council to inform the LDO process. These included the preparation of a report to inform a Habitats Regulations Assessment carried out for the purposes of the Conservation of Habitats and Species Regulations 2017 (as amended) ("Habitats Regulations"). LDO1.5 is supported by key compliance documents: a Design Code, a Code of Construction Practice, an Ecological Mitigation Management Plan and a Travel Plan. These, in turn, are informed by a series of technical strategy documents and assessments, including a Flood Risk Assessment, Transport Statement and Heritage Statement. LDO1 was supported by other technical documents namely on drainage, landscaping and lighting. As these strategies have now been implemented, it was not considered necessary to revisit them.
- 10.5 Preparation of LDO1.5 has involved a partnership between London Gateway Park Development Limited, the Logistics Park promoters, and Thurrock Borough Council, as local planning and highway authority.

London Gateway Logistics Park

Local Development Order 1.5 (2024)



February 2024

SCHEDULE 1 – PERMITTED DEVELOPMENT

PART 1 - ERECTION OF BUILDINGS

Permitted Development

Development consisting of –

- (a) the erection, extension or alteration of a building within Use Class B8 (storage or distribution);
- (b) the erection, extension or alteration of a building within Use Class B2 (general industry), E(g)(ii) (research and development) or E(g)(iii) (industrial processes);
- (c) the erection, extension or alteration of a building within Use Class, E(g)(i) (offices);

Development not permitted

Development is not permitted by Part 1 if, in combination with development implemented pursuant to the 2013 LDO –

- (a) that development would result in the total amount of floorspace in Use Class B8 within the Logistics Park Area exceeding 411,439sq.m;
- (b) that development would result in the total amount of floorspace in Use Classes B2, E(g)(ii) and E(g)(iii) within the Logistics Park Area exceeding 7,586sq.m;
- (c) that development would result in the total amount of floorspace in Use Class E(g)(i) within the Logistics Park Area exceeding 3,200sq.m;

Conditions

Development is permitted by Part 1 subject to the following conditions –

1. any building used for ancillary uses including for the provision of Employee Facilities may be used only for the purposes of undertakings operating within the Logistics Park Area;
2. any retail use within buildings in Use Classes E(g)(i), B2 or B8 shall be ancillary to the main uses of those buildings or other buildings on the same plot and shall not be occupied separately;
3. the total amount of ancillary floorspace shall not exceed 25% of the overall building floorspace;
4. no manufacturing, fabrication or other industrial process shall take place outside the confines of any buildings;
5. prior to the occupation of any built development the infrastructure works identified in the London Gateway LDO Design Code must be practically completed for the relevant plot;

6. the commencement of any phase of any development permitted under this Part must not prejudice the completion of any other phase of development permitted under this Order.

PART 2 – CHANGE OF USE

Permitted Development

Development consisting of a change of use of any building between the use classes set out within Part 1 of this schedule

Development not permitted

Development is not permitted by Part 2 if, in combination with development implemented pursuant to the 2013 LDO –

- (a) the change of use would result in the total amount of floorspace in Use Class B8 within the Logistics Park Area exceeding 411,439sq.m ;
- (b) the change of use would result in the total amount of floorspace in Use Class B2, E(g)(ii) and E(g)(iii) within the Logistics Park Area exceeding 7,586sq.m;;
- (c) the change of use would result in the total amount of floorspace in Use Class, E(g)(i) within the Logistics Park Area exceeding 3,200sq.m;

Conditions

Development is permitted by Part 2 subject to the conditions that –

1. any retail or sales use within any building permitted under this Part shall be ancillary to the main uses of the building only and shall not be carried out for primary retail purposes.
2. the total amount of ancillary floorspace shall not exceed 25% of the overall building floorspace.

PART 3 – ASSOCIATED INFRASTRUCTURE

Permitted Development

Development consisting of –

- (a) the construction, extension, or alteration of roads;
- (b) the construction, extension, demolition or alteration of areas and facilities for vehicle parking and servicing;
- (c) hard and soft landscaping, including the erection, extension, demolition or alteration of fences, gates, walls, securing barriers, security gatehouses and street lighting;
- (d) the construction, extension, demolition or alteration of foul and surface water drainage infrastructure including sewage treatment works, pumps, tanks, conduits, swales, pipes, drains, ditches, channels and ponds;
- (e) the construction, extension, demolition or alteration of vehicle refuelling and washing facilities;
- (f) the construction, extension, demolition or alteration of utilities infrastructure (telecommunications, radio, gas, electricity, water) including any sub-stations or pumping stations;
- (g) the erection, extension, demolition or alteration of CCTV cameras and associated masts; and
- (h) the erection, extension, demolition or alteration of lamp posts and any other lighting masts or infrastructure.

Development not permitted

Development is not permitted by Part 3 if –

- (a) it is not primarily required to serve the development permitted by Parts 1 or 2; and
- (b) in the case of development in paragraphs (f) only, it is not primarily required to serve the development permitted by Parts 1 or 2 or to serve London Gateway Port.

Conditions

Development is permitted by Part 3 subject to the condition that –

1. prior to the bringing into beneficial use of any permanent roads, vehicle parking or vehicle servicing areas the drainage works identified in the London Gateway LDO Design Code must be implemented for the relevant phase.

PART 4 – SITE PREPARATION WORKS

Permitted Development

Development consisting of:

- (a) any operations or engineering necessary for the remediation of land within the Logistics Park Area, including excavation and the construction, extension, demolition or alteration of remediation compounds for the stockpiling, sorting and treatment of excavated materials; or
- (b) any operations or engineering necessary to clear or raise the level of any land within the Logistics Park Area.

SCHEDULE 2 – GENERAL CONDITIONS

All development permitted by the Order is subject to the following conditions –

1. Nothing in this Order permits any development that is EIA development within Schedule 1 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
2. Prior to the commencement of any development permitted under this Order, details and plans of the proposed development shall be submitted to the local planning authority using the Prior Notification Form together with the appropriate fee as set out below:

Prior Notification Fee Scale		
	Building	Site Infrastructure
Band 1: 0 – 24,999sq.m	£5,870	£1,760
Band 2: 25,000sq.m – 49,999sq.m	£7,770	£2,480
Band 3: 50,000sq.m – 74,999sq.m	£9,680	£2,900
Band 4: 75,000sq.m. – 99,999sq.m	£11,730	£3,520
Band 5: 100,000sq.m +	£13,640	£4,090
Non-Material and Minor Material Amendments Fee = £735		

3. No development permitted by this Order shall commence prior to the Confirmation Date.
4. Development to which condition 3 applies must be Implemented within one year of the Confirmation Date and may be completed thereafter, whether or not following its implementation in accordance with condition 3, this Order should expire, or otherwise be revoked or revised.
5. Prior to the commencement of any phase of development in the Logistics Park Area any contaminated land in the area of that phase shall be remediated under Part 4 in accordance with the London Gateway LDO Code of Construction Practice;
6. No development may take place under this Order except in accordance with:
 - (a) the London Gateway LDO Design Code;
 - (b) the London Gateway LDO Code of Construction Practice;
 - (c) the London Gateway LDO Ecological Management and Mitigation Plan; and
 - (d) the London Gateway LDO Travel Plan
7. No more than 415,000sq.m of floorspace permitted within the Logistics Park Area, excluding floorspace within buildings with a direct rail connection, may be occupied prior to the practical completion and commissioning of the single common user siding, permitted under the London Gateway Logistics and Commercial Centre Order 2007 (SI 2007/2657), within

the Logistics Park Area so that it is available for use to service the development, together with hardstanding and facilities that can accommodate the rail freight movements generated by that development.

8. All operational vehicular traffic shall use the London Gateway Access Road and no other means of vehicular access to the Logistics Park Area shall be made available for this purpose other than additional or alternative provision for access by emergency vehicles or buses.
9. No more than 40,000sqm of floorspace permitted within the Logistics Park Area shall be occupied as a High Intensity Parcel Delivery Service.
10. On any particular plot or infrastructure corridors, landscaping on or along that plot or corridor shall be completed in the first planting season following the first operational use of that plot or corridor.

SCHEDULE 3 – INTERPRETATION

1. Terms used in this Order have the following meanings:

the 2013 LDO	means the London Gateway Logistics Park Local Development Order 2013;
alteration	includes the construction of any mezzanine floor;
ancillary floorspace	any floorspace within buildings in use classes E(g)(i), E(b), E(d), E(f) and F2(a) that is ancillary to the main use of those buildings or on the same plot and not occupied separately shall be classified as falling within the main use of that building i.e. B2, B8, E(g)(ii) or E(g)(iii) and will not contribute to the total E(g)(i), E(b), E(d), E(f) and F2(a) floorspace permitted under this Order;
building	excludes structures housing plant or machinery such as pumping stations, kiosks and tanks;
Confirmation Date	means the date on which the local planning authority has confirmed that the proposed development falls within the scope of this Order or, failing such a confirmation or refusal by the local planning authority, the day after 28 days from the submission of the Prior Notification Form;
the Employee Facilities	means social, care or recreational facilities provided for employees of undertakings within the Logistics Park Area, including crèche facilities provided for the children of such employees;
High Intensity Parcel Delivery Service	means that the primary activity of the business is the storage, packaging and delivery of parcels to residential and business users for and on behalf of multiple independent sellers as distinct from a distribution centre whether the packaging and distribution is consequential to the retail sale of their own goods or goods for which they have a franchise
implemented	means the carrying out of a material operation as defined in Section 56(4) of the Act but excluding site clearance, demolition of or within existing buildings, the removal, diversion or installation of any pipeline, associated structure or associated facilities, archaeological investigation, investigation for the purposes of assessing ground conditions, works to existing roads including the provision of haul roads and temporary routes within the site, the diversion creation or modification of public rights of way (if any), and the erection of means of enclosure for the purpose of site security;
the Logistics Park Area	means the area shown on the Plan as within the LDO Boundary;
the London Gateway LDO Code of	means the London Gateway Logistics Park Local Development Order Code Of Construction Practice attached to this Order as Appendix 2 ;

Construction Practice	
the London Gateway LDO Design Code	means the London Gateway Logistics Park Local Development Order Design Code attached to this Order as Appendix 3 ;
the London Gateway LDO Ecological Mitigation and Management Plan	means the London Gateway Logistics Park Local Development Order Ecological Mitigation and Management Plan attached to this Order as Appendix 4 ;
the London Gateway LDO Travel Plan	means the London Gateway Logistics Park Local Development Order Travel Plan attached to this Order as Appendix 5 ;
London Gateway Port	means the port development permitted by the London Gateway Port Harbour Empowerment Order 2008 (S.I. 2008/1261) and includes the port development as it may be differently permitted from time to time;
the London Gateway Access Road	means the road constructed to provide access to the Logistics Park Area and London Gateway Port as permitted by planning permissions with numbers 10/50182/TTGFUL granted in November 2010 and 11/00362/TTGCND (or any future consent for that access road in predominantly the same form);
the Plan	means the Plan attached to this Order at Appendix 1 , defining the LDO area;
the Prior Notification Form	means the form at Appendix 6 .

2. In this Order any reference to 'floorspace' means gross internal floorspace unless otherwise stated. 'Gross Internal Floorspace' is equivalent to 'Gross Internal Area' as calculated in accordance with the *RICS Code of Measuring Practice* (sixth edition). Mezzanine floors shall contribute towards overall Gross Internal Floorspace for the purposes of this Order unless they are solely to provide for safe and efficient access to stacked or stored goods.

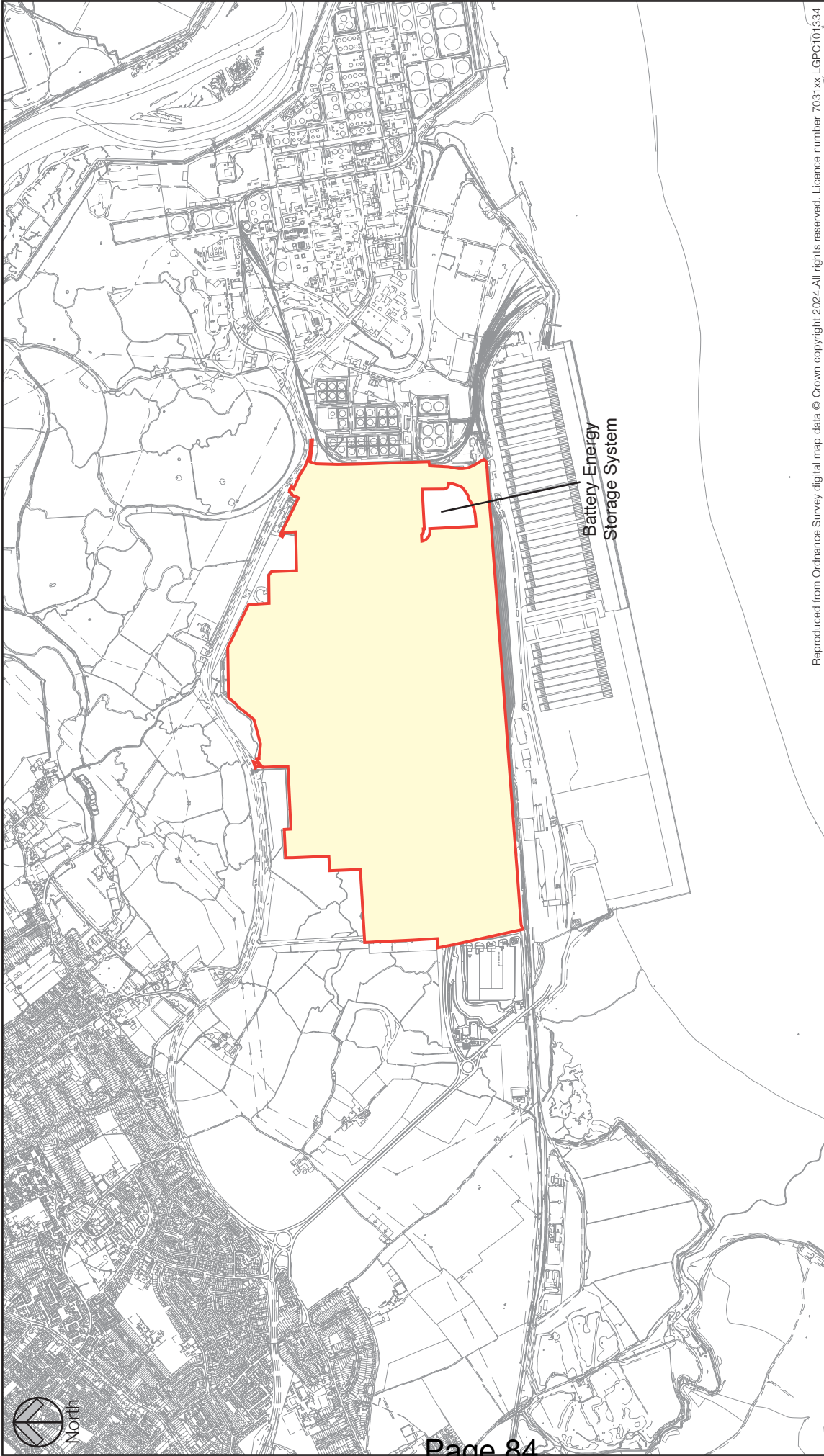
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London Gateway Logistics Park Local Development Order 1.5

Appendix 1 Local Development Order Boundary

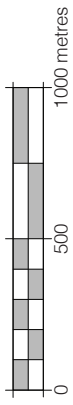


February 2024



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Scale 1: 25 000 @ A4



Proposed LDO Boundary

Proposed LDO Boundary




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London Gateway Logistics Park Local Development Order 1.5

Appendix 2 Code of Construction Practice



February 2024

London Gateway Logistics Park Code of Construction Practice

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Appendix 1 Tier 1 – DP World London Gateway Logistics Park Incident Management Plan

Introduction

1. The London Gateway Logistics Park Code of Construction Practice (CoCP) forms part of the London Gateway Local Development Order 1.5 (LDO1.5) and must be read in conjunction with it.
2. 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. All site works shall be undertaken in accordance with the EA's published guidance or relevant CIRIA construction guidance. The CoCP does not avoid the need to obtain the necessary environmental permits, licences and regulatory notifications.
3. **Development must comply with all aspects of this CoCP in order to benefit from the permitted development rights conferred by LDO1.5.**
4. Where there is a specific requirement for monitoring set out in this CoCP, records shall be made available for inspection by the Environmental Advisory Group (EAG) at any time.
5. The monitoring regime proposed by the developer to meet these requirements is to be made available in the form of a scheme Construction Environmental Management Plan (CEMP) to the EAG for information and subsequent records are to be reported to the EAG at intervals to be agreed.
6. The EAG will advise the developer if it considers that action needs to be taken in relation to the monitoring results to comply with the CoCP. Appropriate remedial action shall be taken by the developer in a reasonable and timely manner in response to this advice.
7. A DP World London Gateway Logistics Park Incident Management Plan is included as Appendix 1 to this document and will be updated as necessary throughout the duration of the LDO. The protocols established in the Emergency Plan must be complied with by all parties.
8. Where herein reference is made to adopted guidance, standards or codes, any such updates to that guidance, standard or code shall apply.

Content of this Document

9. The CoCP comprises two parts.
10. **Part One** sets out specific **site preparation and construction standards** that shall be followed at all times during the construction period. Matters for control are set out in the following sections.

Section A: Traffic management (on site and off-site)
Section B: Construction Compounds
Section C: Site Remediation Works
Section D: Groundworks
Section E: Waste Material Management.

11. **Part Two** sets out the **environmental control measures and procedures** that shall be followed to minimise the environmental impact of construction works.
12. All construction works shall follow best practice as set by the relevant CIRIA construction guidance. The environmental issues for control are set out in the following sections.

Section F: Habitats and Protected Species
Section G: Water Quality
Section H: Dust
Section I: Noise and Vibration
Section J: Archaeology
Section K: Landscape and Visual Characteristics

Phasing

13. The rate of development of the logistics park shall be subject to market demand but shall proceed in a controlled and co-ordinated manner. Suitable plots to meet commercial requirements shall be released in a way that does not compromise the delivery of the overall development and enables the necessary supporting infrastructure to be bought forward in a timely manner.
14. Once a plot has been identified for development, the following general sequence of preparatory ground works shall be undertaken:
 - a) The plot shall be cleared of vegetation and levelled. If protected species are detected during works, all works shall stop and the procedures set out in Section F of the CoCP shall be followed. Procedures set out in Section J shall also be followed to protect archaeological resources.
 - b) A geophysical survey shall be undertaken to identify obstructions requiring removal.
 - c) The plot shall be accurately set out and underground services shall be identified.
 - d) Temporary ditches shall be cut to drain the plot area and the ground shall be graded to fall towards the ditches.
 - e) Trial pits shall be dug across the plot area and samples taken and tested for contaminants in line with the requirements set out in Section C of the CoCP.
 - f) Trail pit logs shall be analysed and areas of contamination delineated with all materials deemed to be contaminated sent to the on-site remediation compound for treatment.
 - g) Major obstructions and pipelines shall be removed. All steel shall be recycled and concrete obstructions crushed to provide road base materials, capping and Type 1 Sub-base.

- h) Suitable material shall either be imported or sourced from the dredged granular material for the plot fill. All source material shall be tested and approved in line with the Environmental Permit held for the site prior to its use.
 - i) Each plot shall be shaped and contoured to allow water to drain from the area and to drain to the temporary ditches.
 - j) Existing internal access roads shall be used to provide access to all plots on the Park. If required, temporary haul roads shall be constructed of crushed concrete, with a minimum width of 7.0 metres.
15. Once preparatory ground works are completed, works shall commence on the construction of the individual units, internal access roads, parking and service areas.

Part 1: Site Preparation and Construction Standards

Part 1

Site Preparation and Construction Standards

A. Traffic Management

A1 Site Access

A1.1 Site access for construction vehicles shall be from the Manorway (A1014) via the existing Port/Park Access Road.

A1.2 Emergency vehicles shall continue to be permitted to use Gates 1, 2 and 3 in perpetuity.

A2 Routing of Construction Traffic and Lorries

A2.1 If travelling from outside the immediate Stanford-Le-Hope or Corringham area, lorries and construction traffic shall use the major road network to access the site via the A13 and A1014.

A2.2 Where construction traffic originates from the local area, contractors and suppliers shall be advised of the requirement to access the preferred routes indicated on Figure 1 in the most direct manner possible, having regard to the suitability of the local road network. The use of Southend Road, Lampits Hill, Corringham Road, Fobbing Road or other local residential roads, shall be avoided.

A2.3 The Borough of Thurrock, Corringham and Stanford le Hope (Weight Restriction) Order 2003 prohibits vehicles over 7.5 tonnes (gross weight) from driving in the following areas:

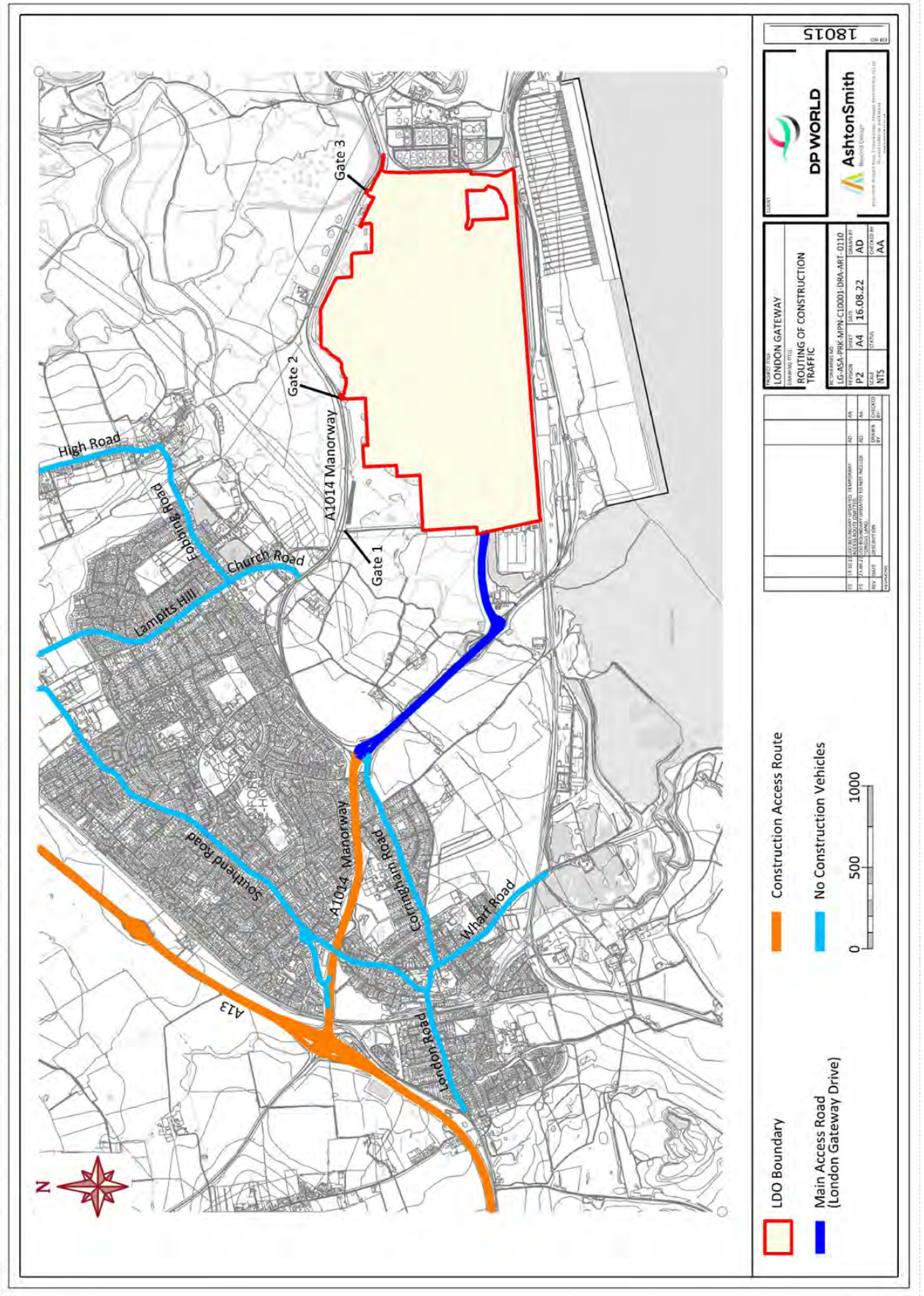
Stanford le Hope

- Bounded by London Road at its junction with the A13 north eastwards on the southeast side of A1013 to its junction with the Manorway, eastwards on the southern side of the Manorway to its junction with Springhouse Lane, southwards down the eastern side of Springhouse Lane to Corringham Oil Refineries railway then in a westerly direction to its junction with London Road/A1013.

Corringham

- Bounded by the Manorway at its junction with the A13 north eastwards on the southeast side of the A13 to its junction with the High Road, southwards on the eastern side of the High Road to the Manorway, westwards on the northern side of the Manorway to its junction with the A13.

Figure 1: Routing of Construction Traffic



- A2.4 Directional traffic signs notifying drivers of preferred construction routes shall be placed in clear view at all site exits and in construction compounds and shall be highlighted within site inductions.

A3 Emergency Access Strategy

- A3.1 In the event that a traffic incident prevents access to the site via the A13 or A1014, contractors shall notify the supplier and request that any trips planned by vehicles in excess of 7.5 tonnes be rescheduled where possible.
- A3.2 Traffic management procedures for the stacking or diversion of vehicles during emergency incidents have been agreed in principle with emergency service operators and shall be implemented accordingly. In the event of a diversion the B1420 is likely to be signed as the most appropriate alternative route of access to/from the A13 for HGVs exiting the site with HGVs approaching the Park being diverted back onto the A13 via the Five Bells junction.
- A3.3 Gates 1, 2 or 3 shall remain available in perpetuity to provide access routes for emergency vehicles as appropriate dependent upon the location of the emergency incident within the Park.

A4 Abnormal Loads

- A4.1 Where abnormal loads have to be delivered to the site by road, the protocols set out in the Highways Agency's "Aide memoire for notification requirements for the movement of Abnormal Indivisible Loads or vehicles when not complying with The Road Vehicles (Construction and Use) Regulations 1986) (as amended) shall be adhered to, as shown in Table 1.

A5 Sustainable Transportation

- A5.1 Wherever possible the transportation of construction material by road shall be minimised and the methods of transportation shall be considered in accordance with the following hierarchy:
- Potential to utilise materials recycled from within the development site boundary (existing hard-standings, roads, drainage, stockpiles, structures or use of dredged material);
 - Consideration of potential to develop materials on site (concrete batching, etc.);
 - Transportation via sea or rail;
 - Transportation by road.

Table 1 Notification Requirements for the Movement of Abnormal Loads**Weight**

Gross weight of vehicle carrying the load exceeding C & U limits up to 80,000kgs (78.74 tons)	2 clear days notice with indemnity to Highway and Bridge Authorities.
Gross weight of vehicles carrying the load exceeding 80,000kgs up to 150,000kgs (14.63 tons)	2 clear days notice and 5 clear days with indemnity to Highways and Bridge Authorities.
Gross weight of vehicle carrying the load exceeding 80,000kgs up to 150,000kgs (147.63 tons)	HA Special Order* plus 5 clear days notice to Police and 5 clear days notice with indemnity to Highways and Bridge Authorities.

Width

Width exceeding 2.9m (for C & U loads) 3.0m (9ft 10ins) up to 5.0m (16ft 5ins) for other loads	2 clear days notice to Police.
Width exceeding 5.0m (16ft 5ins) up to 6.1m (20ft)	HA form VR1** plus 2 clear days notice to Police.
Width exceeding 5.1m (20ft)	HA Special Order* plus 5 clear days notice to Police and 5 clear days notice with indemnity to Highway and Bridge Authorities.

Length

Length exceeding 18.65m (61ft 2in) up to 30.0m (98ft 5ins) rigid.	2 clear days notice to Police.
Vehicle combination exceeding 25.9m (85ft)	2 clear days notice to Police.
Length exceeding 30.0m (98ft 5ins) rigid, NB For some very light loads, such as yacht masts, that are moved on conventional motor vehicles not exceeding 12 tonnes gross weight or trailers not exceeding 10 tonnes gross weight, an HA Special Order* will be required if the rigid length exceeds 27.4m (89'11")	HA Special Order plus 5 clear days notice to Police and 5 clear days notice with indemnity to Highway and Bridge Authorities.

* 'Clear days Notice' excludes Saturdays, Sundays or a public holiday in any part of Great Britain in relation to movements authorised by the Special Types General Order only, there being no such exclusion in Special Orders unless specifically stated.

** There is no statutory limit governing the overall height of a load, however, wherever possible it should not exceed 4.95m (16ft 3ins) in order that the maximum use can be made of the motorway and trunk road network.

A5.2 Where transportation of materials by road is necessary the following measures shall be considered:

- Proximity of suppliers to the development site;
- Use of vehicles with low emissions;
- Arrangement of deliveries outside the am and pm peak hours;
- Optimisation of vehicle loading;
- Implementation of appropriate route management;
- Adoption of efficient delivery management protocols.

B. Construction Compounds

B1 Construction Compounds

- B1.1 Each contract for the construction of infrastructure or plot related works may be served by a separate segregated construction compound. The construction compound layout and position shall be dictated by the nature, scale, and location of individual development plots.
- B1.2 Construction compounds shall make provision for the parking and maneuvering of contractor's vehicles and if required, temporary hard-standings for the safe and secure storage of construction materials and plant, temporary office and welfare facilities and the control of pollution. Construction compound management shall include measures to prevent and respond to the escape of spilled materials from the compound to surface waters or groundwater in accordance with the procedures set out in Section G of the CoCP.
- B1.3 Portacabin type accommodation shall be a maximum of three storeys in height. Perimeter security fencing panels, where required by individual contractors, shall be installed to a maximum height of 3.0m.
- B1.4 Secure tool lockers and shower facilities shall be provided within construction compounds. A phone line for public enquiries shall be made available and publicised on London Gateway's website.
- B1.5 Barriers which provide visual screening shall be installed around construction compounds situated within 250m of the site boundary adjacent to the grazing marshes.

B2 Access

- B2.1 Internal access shall principally be achieved using either the existing site access roads, or temporary haul roads constructed of crushed concrete with a minimum width of 7.0 metres. A 20mph vehicle speed limited shall be in force across the site.

B3 Delivery and Storage of Materials

- B3.1 An area of impermeable hard-standing shall be provided, if required, within each construction compound for the delivery and storage of materials. Existing areas of hard-standing within the site shall be used wherever suitable, however if additional areas of hard-standing are required, they shall meet the following standards.
- B3.2 Where existing areas of hardstanding are not available or suitable for the storage of materials, impermeable areas shall be created comprising either (a) an impermeable hardstanding or (b) crushed concrete underlain by an impermeable membrane. Drainage shall be provided via the temporary ditches and any material that may cause contamination shall be banded in accordance with best practice guidance to contain possible spillages and prevent pollution.

B4 Parking of Construction Related Vehicles

- B4.1 Parking for construction workers shall be provided either within each construction compound serving separate elements of construction or within a communal parking area serving more than one works.

B4.2 Parking shall be provided as follows:

Contractor Parking - 0.75 spaces per full time operative employed on-site.
Site Visitors - 0.25 spaces per full time operative employed on-site.

B4.3 The following parking management measures shall be adhered to:

- Parking shall be prohibited on all internal access roads or any areas outside of construction compounds unless specifically required as part of the construction or inspection process.
- Cycle, motorcar, LGV and HGV parking areas shall be segregated.
- Signage denoting parking areas and access routes for vehicles and pedestrians shall be provided.
- Sufficient maneuvering areas shall be provided in accordance with the Design Code.
- Preferential parking shall be provided for operatives engaged in car sharing.
- Promotional information shall be posted on communal notice boards relating to the benefits of car-sharing and other sustainable travel initiatives.
- Information relating to local public transport services shall be provided.
- Minibuses shall be made available for construction operatives where practical.
- When not in use, all vehicles shall be securely parked within construction compounds.

B5 Wheel Washes

B5.1 The main site access road and internal logistics park infrastructure roads have now been completed such that construction compounds and work sites are remote from the public highway network. Egress from construction sites and compounds shall be monitored by a banksman. Where the banksman considers potential exists for mud or debris to be tracked onto the public highway he shall direct the vehicle to be subject to wheel cleaning before leaving the site.

B5.2 At all times that construction activities are taking place a road sweeper shall be made available to carry out cleaning of the logistics park internal highway network and main site access road.

B5.3 If implemented, wheel wash facilities shall be self-contained units. Systems shall be portable, require no ground excavation (save for an appropriately sized sump e.g. 0.75m x 0.75m) and not impact upon ground-water quality. The wheel wash facility shall be subject to regular inspection and maintenance.

B5.4 Disposal of debris/water shall be in accordance with Section E of this CoCP.

B6 Hours of Working

B6.1 Core working hours are defined as follows:

- Weekdays (excluding bank holidays): 07:30 to 19:00
- Saturdays: 08:00 to 13:00.

- B6.2 Best practical means of noise control shall be employed in accordance with BS 5228-1:2009+A1:2014 to ensure that the construction noise level, at 1 metre from the façade of the nearest residential receptor, is not in excess of 65 dB $L_{Aeq,1hour}$ during core working hours.
- B6.3 If any construction activities have to be planned to take place outside core working hours and/or have the potential to result in a construction noise level exceeding the levels set out in Table 2, these works shall only take place in accordance with a licence provided by the Environmental Health Authority pursuant to Section 61 of the Control of Pollution Act 1974. As part of the application, the Contractor shall demonstrate that the proposed works incorporate best practical means of noise control with the aim of not exceeding the limits within Table 2.

Table 2: Construction noise limits at the nearest residential receptors

Time of Day	Construction noise limit, dB $L_{Aeq,1hour}$
Core working hours: Weekdays (excluding bank holidays): 07:30 to 19:00 Saturdays: 08:00 to 13:00.	65
Evenings, weekends and bank holidays: Weekdays (excluding bank holidays): 19:00 to 23:00 Saturdays: 13:00 to 23:00 Sundays and bank holidays: 08:00 to 23:00	55
Night-time: each day 23:00 to 07:00	45
Note 1: Construction noise limit applies at a position 1m from a residential building, in façade conditions.	
Note 2: If the ambient noise level, in the absence of noise from the works, exceeds the construction noise limit above, the total noise level, dB $L_{Aeq,T}$, during the works shall not exceed the ambient noise level by more than 3 dB $L_{Aeq,T}$.	

- B8.4 Refer to F8.2 regarding mitigation of noise for the protection of ecological receptors.

C. Site Remediation Works

- C0.1 Historical land uses have led to soil and groundwater contamination in some parts of the site. Works to remediate the site have already commenced and a substantial part of the site has now been remediated. Remediation of the remainder of the site shall proceed in a manner and to a programme that supports the development of plots, responding flexibly to commercial needs.
- C0.2 The development of an individual plot shall only commence when that plot has been remediated in accordance with the procedures and methods specified below.
- C0.3 The investigation, risk assessment and remediation of soil and groundwater shall be undertaken in accordance with the Environment Agency's Land Contamination Risk Management (LCRM).
- C0.4 Where appropriate, contaminated soil and groundwater shall be treated for reuse on site, or where not appropriate for reuse, categorised and segregated for off-site disposal.

C1 Site investigation, contaminated soil excavation and backfilling works

- C1.1 Site investigations have been undertaken and areas of the site have been categorised as having a low, medium or high risk. Following an appraisal of site conditions (based on the former use, frequency of investigations, previous remediation works and TPH concentrations) trial pits shall be excavated to the top of the alluvium in the areas shown on Figure 2 as follows:
- (i) Low Risk – 2 trial pits per hectares
 - (ii) Medium Risk – 3 trial pits per hectare
 - (iii) High Risk – 7 trial pits per hectare
 - (iv) Along the route of drainage swales, for balancing ponds and where utilities are to be buried, at a frequency of 30m.
- C1.2 Soil samples shall be collected and visually inspected by an appropriately qualified and experienced person for the level of risk in that area for both field screening and laboratory analysis for comparison against Site Specific Target Levels (SSTLs) as set out in Table 3 and Table 4. The laboratory must be UKAS accredited and hold MCERTS accreditation for the soil tests and ISO accreditation for water. The SSTL establish the maximum permissible concentration of each appropriate contaminant which can be present in soils on site without posing a risk to human health.
- C1.3 Additional intrusive investigation techniques may be utilised to allow characterisation of site conditions. Such techniques may include advancing boreholes, multi-interface probes and drainage investigation surveys.
- C1.4 A Relic Drainage Assessment shall be undertaken of the historic drainage channels, which are predominately located in the southern, northern and eastern areas of the site. The construction of the channels shall be assessed and sediment/sludge samples collected and analysed.

Figure 2: Contamination Risk Plan

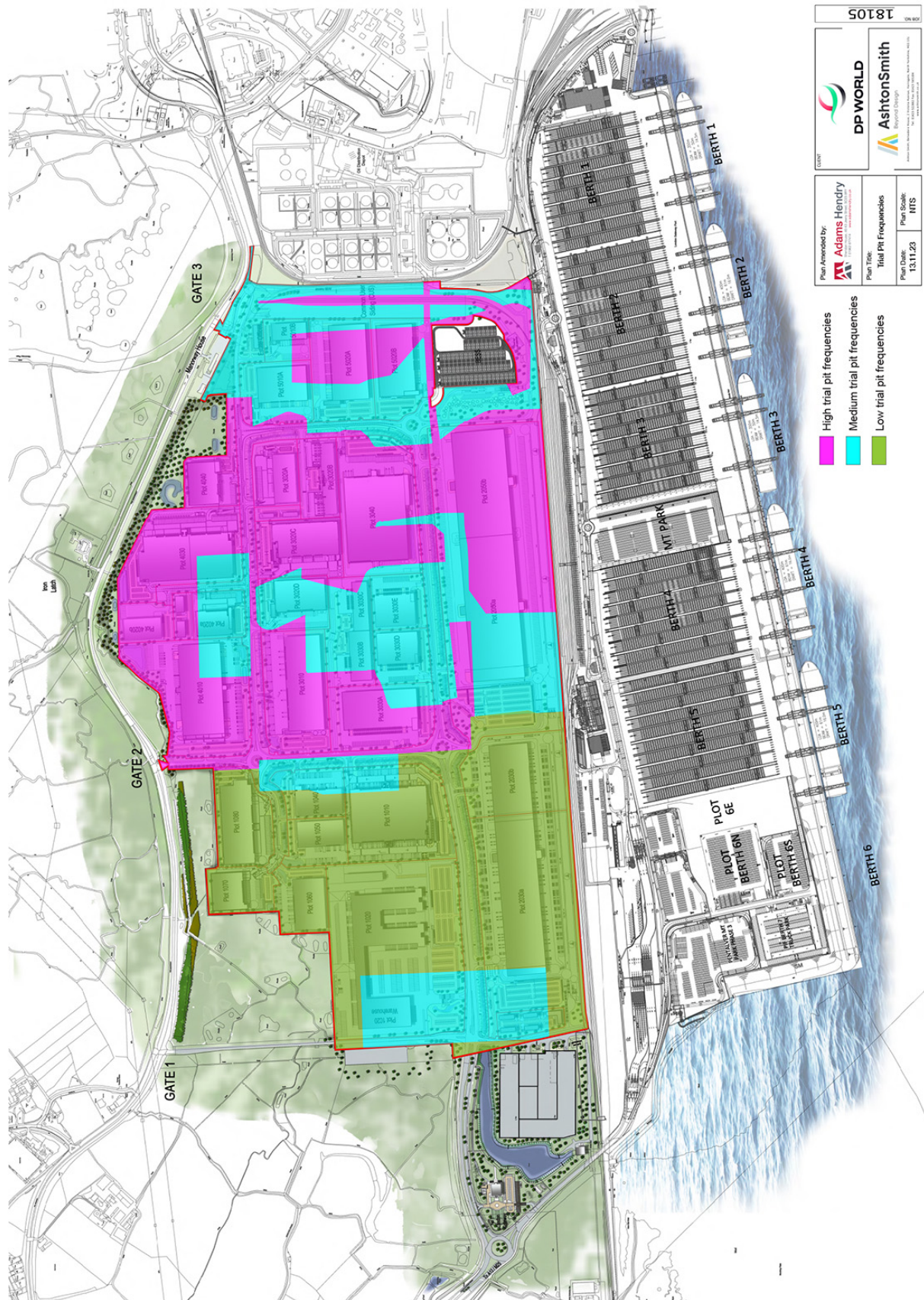


Table 3 Human Health Site Specific Target Levels (SSTL) – Soils

Contaminant	Sand, pH 7, SOM 1%	Sand silt loam, pH 7, SOM 1%	Sand silt loam, pH 7, SOM 1%
	Import Material /Topsoil (ENVIRON GAC Commercial) mg/kg	Landscaped Areas 0.3 - 1.0m bgl mg/kg	Landscaped Areas 1.0-3.0m bgl mg/kg
Inorganics/Metals			
Arsenic	635.06	647.39	NR
Aluminium	387,574.40	1,820,018.95	NR
Antimony	7,546.24	13,190.92	NR
Barium	22,075.86	22,215.95	NR
Beryllium	417.10	3,967.39	NR
Boron	192,495.48	237,661.35	NR
Cadmium	230.29	398.39	NR
Chromium III	30,356.33	310,351.37	NR
Chromium VI	34.76	2,009.09	NR
Copper	71,742.09	176,643.16	NR
Lead	750.00	750.00	NR
Mercury (Inorganic)	3,641.42	4,405.40	NR
Molybdenum	17,673.04	17,937.12	NR
Nickel	1,787.58	22,423.36	NR
Selenium	13,023.11	13,105.79	NR
Vanadium	3,164.09	5,911.15	NR
Zinc	665,453.08	666,510.60	NR
Asbestos1	0.001% w/w	0.001% w/w	NR
BTEX and TMB			
Benzene	15.83	570.92	Saturation
Ethylbenzene	Saturation	196,318.19	Saturation
Toluene	Saturation	444,633.92	Saturation
Xylene, o-	Saturation	311,910.77	Saturation
Xylene, m-	Saturation	310,293.45	Saturation
Xylene, p-	Saturation	309,402.92	Saturation
1,2,3-Trimehtylbenzene	18.88	46,055.48	Saturation
1,2,4-Trimethylbenzene	22.88	1,966.40	Saturation
1,3,5-Trimethylbenzene	12.71	38,850.17	Saturation
Methyl tert-butyl ether (MTBE)	4,017.14	592,486.44	Saturation
Tributyl Tin (oxide)	134.01	243.70	Saturation
TPH			
TPH Aliphatic C5-C6	Saturation	Saturation	Saturation
TPH Aliphatic C6-C8	Saturation	Saturation	Saturation
TPH Aliphatic C8-C10	Saturation	99,621.39	Saturation
TPH Aliphatic C10-C12	Saturation	100,462.36	Saturation
TPH Aliphatic C12-C16	Saturation	100,897.34	Saturation

Contaminant	Sand, pH 7, SOM 1%	Sand silt loam, pH 7, SOM 1%	Sand silt loam, pH 7, SOM 1%
	Import Material /Topsoil (ENVIRON GAC Commercial) mg/kg	Landscaped Areas - 1.0m bgl mg/kg Areas0.3	Landscaped 1.0-3.0m bgl mg/kg
TPH Aliphatic C16-C35	Saturation	2,009,736.76	NR
TPH Aliphatic C35-C44	Saturation	2,009,736.76	NR
TPH Aromatic C5-C7 (Benzene)	15.83	570.92	Saturation
TPH Aromatic C7-C8 (Toluene)	Saturation	444,633.92	Saturation
TPH Aromatic C8-C10	Saturation	40,067.13	Saturation
TPH Aromatic C10-C12	Saturation	40,294.05	Saturation
TPH Aromatic C12-C16	Saturation	40,409.96	Saturation
TPH Aromatic C16-C21	28,134.67	30,258.05	NR
TPH Aromatic C21-C35	28,435.70	30,304.73	NR
TPH Aromatic C35-C44	28,435.70	30,304.73	NR
TPH Aliphatic & Aromatic C44-C70	28,408.02	30,312.21	NR
PAHs			
Acenaphthene	Saturation	117,690.21	Saturation
Acenaphthylene	Saturation	117,665.44	Saturation
Anthracene	522,477.94	589,566.25	Saturation
Benz(a)anthracene	91.02	233.95	Saturation
Benzo(a)pyrene	14.30	35.03	Saturation
Benzo(b)fluoranthene	101.55	246.35	Saturation
Benzo(k)fluoranthene	143.21	352.89	Saturation
Benzo(ghi)perylene	658.49	1,668.86	Saturation
Chrysene	140.17	331.80	Saturation
Dibenzo(ah)anthracene	12.87	32.17	Saturation
Fluoranthene	22,606.84	24,580.34	Saturation
Fluorene	Saturation	78,510.18	Saturation
Indeno(123-cd)pyrene	61.00	147.73	Saturation
Naphthalene	Saturation	29,890.28	Saturation
Phenanthrene	21,898.80	24,522.23	Saturation
Pyrene	54,263.16	59,002.39	Saturation
Chlorinated Solvents			
1,2-Dichloroethane (1,2-	0.36	224.95	1,852.53
1,1,1-Trichloroethane	391.51	Saturation	Saturation
1,1,2,2-Tetrachloroethane	156.09	11,349.33	Saturation
1,1,1,2-Tetrachloroethane	62.72	11,200.91	Saturation
Tetrachloroethene (PCE)	72.19	27,261.37	Saturation
Tetrachloromethane (carbon tetrachloride)	1.74	Saturation	Saturation

Contaminant	Sand, pH 7, SOM 1%	Sand silt loam, pH 7, SOM 1%	Sand silt loam, pH 7, SOM 1%
	Import Material /Topsoil (ENVIRON GAC Commercial) mg/kg	Landscaped Areas 0.3 - 1.0m bgl mg/kg	Landscaped Areas 1.0-3.0m bgl mg/kg
Trichloroethene (TCE)	6.61	Saturation	Saturation
Trichloromethane (chloroform)	57.25	21,250.90	Saturation
Chloroethene (vinyl chloride)	0.04	27.73	143.09
1,1,2-Trichloroethane	51.13	7,799.64	Saturation
1,1-Dichloroethane	148.25	Saturation	NR
1,1-Dichloroethene	15.36	Saturation	Saturation
Chlorobenzene	32.75	91,337.62	Saturation
1,2-Dichlorobenzene	Saturation	680,645.87	Saturation
1,3-Dichlorobenzene	17.66	3,315.10	Saturation
1,4-Dichlorobenzene	Saturation	138,480.32	Saturation
1,2,3-Trichlorobenzene	58.56	14,024.89	Saturation
1,2,4-Trichlorobenzene	123.25	76,071.19	Saturation
1,3,5-Trichlorobenzene	12.83	12,351.71	Saturation
1,2,3,4-	Saturation	6,759.42	Saturation
1,2,3,5-	27.98	744.71	Saturation
1,2,4,5-	Saturation	124.94	Saturation
Pentachlorobenzene	Saturation	942.27	Saturation
Hexachlorobenzene	Saturation	60.85	Saturation
Phenol			
Phenol	30,790.39	64,024.72	Saturation
2-Chlorophenol	3,587.29	5,055.25	Saturation
2,4-Dichlorophenol	3,532.39	5,039.91	Saturation
2,4,6-Trichlorophenol	Saturation	5,055.14	Saturation
2,3,4,6-	Saturation	5,050.95	Saturation
Pentachlorophenol	1,233.73	1,571.45	Saturation
Hexachloro-1,2-	17.58	306.14	Saturation
Chloroethane	566.89	Saturation	Saturation
Chloromethane	0.59	Saturation	Saturation
<p>NR – Not required . – This has been assessed qualitatively based on the non-volatile properties of the contaminant.</p> <p>Saturation – the concentration above which the contaminant might be considered to represent a significant risk via modelled pathways exceeds the contaminant saturation value (for the soil type modelled). This is interpreted as a requirement to be present as free phase product before it was considered to represent a potential risk. Mobile free phase product will be treated in accordance with the strategies set out in this document.</p> <p>† Asbestos concentrations in soils must not exceed 0.001% w/w in material that will be handled/disturbed in landscaped areas.</p>			

Table 4 Leachate Criteria

Contaminant	Leachate Criteria µg/l	Source of Value
Hydrocarbons		
Total Hydrocarbons	10	UK DWS
Benzene	8	WFD EU EQS
Ethylbenzene	20	Non-Statutory DSD
Toluene	40	EU EQS - UKTAG
Xylene	30	UK EQS (from DSD)
Polycyclic Aromatic Hydrocarbons (PAHs)		
Naphthalene	1.2	WFD EU EQS
Benzo(a)pyrene	0.05	WFD EU EQS
Benzo(b)fluoranthene	10.03	WFD EU EQS
Benzo(k)fluoranthene		
Benzo(ghi)perylene	10.002	WFD EU EQS
Indeno(123cd)pyrene		
Fluoranthene	0.1	WFD EU EQS
Inorganics		
Arsenic	25	EU EQS- UKTAG
Cadmium	0.2	WFD EQ EQS
Chromium (Trivalent)	4.7	EU EQS - UKTAG
Chromium (Hexavalent)	0.6	EU EQS- UKTAG
Copper	5	EU EQS- UKTAG
Cyanide	1	EU EQS- UKTAG
Lead	7.2	WFD EU EQS
Mercury	0.05	WFD EU EQS
Nickel	20	WFD EQS
Total Phenols	7.7	EU EQS- UKTAG
Selenium	10	UK DWS
Zinc	40	EU EQS- UKTAG
Miscellaneous		
Tributyl Tin	0.0002	WFD EU EQS
Chloride	250,000	Non-Statutory DSD
Pentachlorophenol	0.4	WFD EU EQS
<p>WFD EQ EQS – 2008/105/EC Directive on Environmental Quality Standards in the field of Water Policy EU EQS UKTAG – refer to item 2 below. Non-statutory DSD – refer to item 4 below. Assessment of other contaminants may be required, dependent on source material and assessment criteria will be based on the following in order of priority:</p> <ol style="list-style-type: none"> 1. EU EQS for Priority Substances, obtained from Part 5 of the 2009 Ministerial Directions (based on 'other surface waters' (i.e. coastal and saline waters) annual average EQS) 2. UK derived EQS for Specific Pollutants, obtained from Part 4 of the 2009 Ministerial Directions (EU EQS UKTAG) 3. For substances which are not contained within Part 5 or Part 4 of the Ministerial Directions, refer to the UK DSD EQS 4. Former Non-Statutory UK DSD EQS (draft EQS for the DSD not formally implemented, but were used by the EA in the absence of other criteria). <p>UK DWS – UK Drinking Water Standards</p> <p>Leachability testing will be required to be undertaken in accordance with BSEN12457-2 (single stage leach test at L/S 10 (water:soil 10:1) for 24hours) Note - Dredged material will be tested against the leachate criteria on a 70m length frequency in soft landscaped areas within 10m lateral distance of a swale and once the material is in situ within a plot. This equates to approximately 1 in 1,000m³ of material (assuming an average of 1.5m depth of dredged material). If these results pass for the first plot, the testing frequency will increase to an in-situ equivalent of 1 in 5000m³ thereafter.</p>		

- C1.5 There is potential for unexploded ordnance to be present on the site and this risk shall be taken into account prior to all intrusive investigations.

Delineation

- C1.6 Where soil samples exceed the screening criteria in laboratory analysis, further targeted trial pit investigation at a more intensive frequency shall be undertaken to identify the nature and extent of the identified contamination.

Excavation and Tracking

- C1.7 Delineated soils which exceed the screening criteria shall be excavated and transported directly to the on site Remediation Compound. All significant movements of soil, whether considered to be contaminated or not, shall be tracked.

Validation and Backfilling

- C1.8 Further soil samples shall be collected from the base and sidewalls of remaining excavations on a 25m grid with a minimum sample of 1 per base and 1 per wall and these shall be compared with the screening criteria. Where soils are suitable for use, the excavation shall then be backfilled with suitable materials.
- C1.9 All relevant documentation shall be filed for inspection for a minimum of 2 years and shall be reported in a Validation/Verification Report.
- C1.10 Evidence that the soil falls within the SSTLs criteria shall be submitted to the Environment Agency and Thurrock Council's Environmental Health Department.

C2 Operation of Remediation Compound

- C2.1 The compound shall be used temporarily for the stockpiling, sorting and treatment of excavated materials during the remediation process. Treatment bays shall be impermeable, be routinely maintained and designed and built to prevent any horizontal or lateral migration of contaminants.
- C2.2 The compound shall include segregated areas for stockpiling site won contaminated and non-contaminated soils.
- C2.3 A puddle pump shall be made available to direct standing water to sumps of sufficient capacity to deal with heavy rainfall events.
- C2.4 Spill kits shall be made available on site in the event of accidental leakage from site traffic or delivery of fuel to bowsers outside of the treatment bays. Staff shall be trained in the use of spill kits and made aware of their locations. All fuel bowsers shall be double bunded and located within the site compound area. Refuelling areas shall be located away from surface watercourses and drains to prevent pollution.

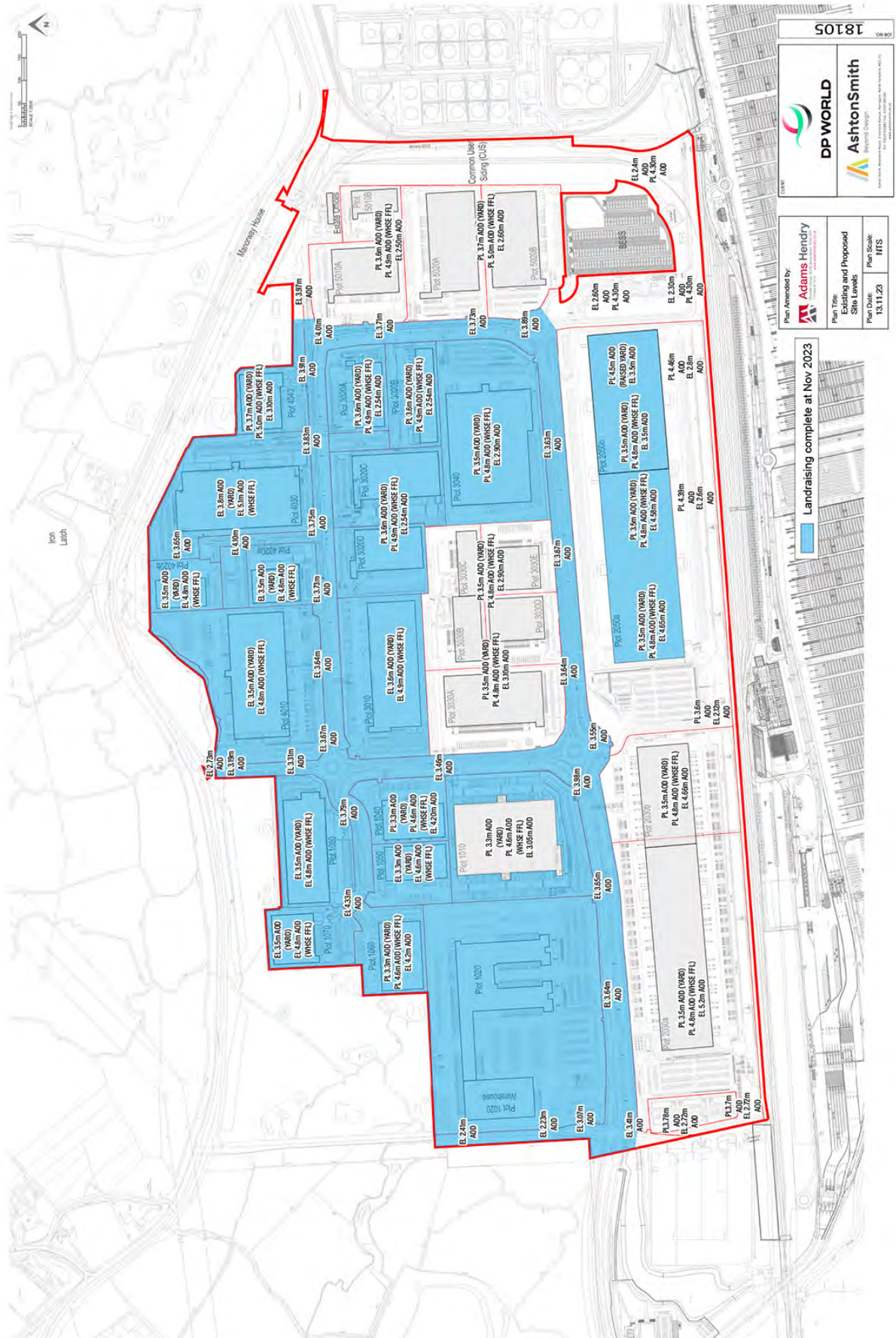
- C2.5 Stockpiles shall be stored in such a way as to minimise dust emissions. For example, they shall be sealed when material is not being processed and in dry conditions dampening techniques shall be deployed to minimise dust generation during loading/unloading and mechanical processing of soil.
- C2.6 All remediation compounds will obtain and comply with any Environmental Permits as required under the prevailing Environmental Permitting Regulations. Any monitoring and mitigation measures identified in the Permit will be implemented to ensure any impacts are appropriately managed.
- C2.7 To manage water run-off, rain and leachate within the treatment area, a water treatment plant shall be set-up consisting of a settlement tank, oil water separator, sand and carbon filtration (a Granular Activated Carbon System (GAC)). Water produced shall be piped into the adjacent site drainage in compliance with the relevant discharge consent. A mobile unit shall also be made available for deployment. Water treated as part of the mobile treatment activities shall be returned in situ subject to compliance with the requirements of the Environment Agency.
- C2.8 Oil collected shall be stored in double skinned containers and disposed of off-site promptly.
- C2.9 The level of odours shall be recorded daily. If odour nuisance arises, an odour suppression unit shall be utilised on the compound. Where any odours or emissions are likely to be transported beyond the site boundary, immediate action shall be taken to stop operations giving rise to the emissions.
- C2.10 The remediation compound shall be decommissioned upon completion of the remediation process and the compound shall be made good.

C3 Remediation Processes

- C3.1 Contaminated soils shall be remediated in accordance with the Environmental Permit held for the site. Acceptable technologies are likely to include:
- Blending, mixing, bulking, particle size reduction and/or particle separation to facilitate remediation;
 - Bioremediation;
 - Chemical Oxidation;
 - Stabilisation/Solidification;
 - Pumping and treatment of perched water in excavations.
- C3.2 Remediation Criteria targets required for treated soils are as follows:
- i) <5,000 mg/kg Total Petroleum Hydrocarbons (TPH);
 - ii) <1 mg/kg Benzene, Toluene, Ethylbenzene & Toluene (BTEX) Compounds;
 - iii) <150mg/kg Polyaromatic Hydrocarbons (PAH);
 - iv) <5ppm Volatile Organic Compounds (VOC) (headspace screening).
- C3.3 Free-phase oil product in groundwater or soils which are heavily impacted by hydrocarbons shall be removed and treated in-situ or in the treatment plant.

- C3.4 If potential asbestos containing materials (ACM) as visually identifiable material is encountered in the ground, isolation measures shall be undertaken prior to the ACM being disposed of off-site. If the location of the ACM is to be further disturbed by future groundworks, once removed the remaining ground conditions (i.e. asbestos fibre content in soil) shall be verified by a suitably qualified contractor. Where asbestos fibres are encountered in shallow existing ground either as visually identifiable material or at concentrations above the 0.001% weight/weight (w/w) threshold and where disturbance of such soils is then required for construction, appropriate isolation of asbestos impacted soil and either off-site disposal or re-use elsewhere on the site at a depth of >1m below ground level shall be pursued. Asbestos fibre concentrations in soil must not exceed 1% w/w for on-site re-use otherwise material shall be disposed of off-site.
- C3.5 Remediation measures (e.g. hand picking of identifiable material from soil) shall be undertaken by suitably qualified personnel and in accordance with the licence requirements of the Control of Asbestos Regulation (2012) or any subsequent amendments to it.
- C3.6 Where for logistical reasons it is not practical or prudent to transport contaminated soils to the Remediation Compound for treatment, in-situ remediation works may be undertaken, such as screening, grading and bio-remediation.
- C3.7 If a batch of impacted soils is unsuitable for remediation either at a remediation compound or in-situ, then such material shall be quarantined and stored on an impermeable, bunded and controlled location. Following further testing, such material shall be removed from the site within seven days for further treatment or disposal at a licensed facility unless an alternative date is agreed with the Environment Agency.

Figure 3: Existing and Proposed Site Levels Plan



D Groundworks

D1 Bulk Upfilling

- D1.1 The existing ground levels shall generally be raised across the Site to the levels shown on Figure 3, with localised additional raising up to finished floor level. Bulk upfilling works shall not commence until the underlying land has been remediated and validation completed.
- D1.2 Where infilling proceeds on a plot by plot basis, the final ground level of each plot shall be contiguous with the finished ground level of the completed infrastructure service corridor and any other completed neighbouring plots. Plot boundaries abutting land that has still to be raised shall be shaped and contoured to allow surface water to drain to temporary ditches.
- D1.3 The material required for raising levels may be obtained from either dredged material from the Thames Estuary, site won material (e.g. crushed concrete) or be imported.
- D1.4 All potential fill material, wherever sourced, shall be screened and assessed for contamination and shall only be used where it meets the soil remediation criteria targets (SSTL) or Import Criteria and as set out at Table 3 in Section C. Based on the outcome of assessment and screening process, suitable fill material shall only be used for those purposes specified in Table 5 below.

D2 Imported Material

- D2.1 Materials shall continue to be imported under the terms specified in Environmental Permit (Reference EPRIYP3691 EK/A001) which allows the reuse and recovery of waste materials for construction purposes. The import of material has strict controls over the type and condition of material that can be imported. The material must:
- conform with the types of material allowed for import in the Permit as classified by European Waste Codes (e.g. soil and stones or crushed concrete);
 - be of solid form with no liquid or saturated waste allowed;
 - meet engineering specifications. Soil analytical test certificates must be provided prior to import and there must be conformance against the import criteria depending on the location of final use on-site (the import criteria are the SSTLs generated within the CLRAS as outlined in Table 3).
- D2.2 Where material is imported for use in soft landscaping areas and where infiltration may lead to leachate generation, soil leachate testing (as per Table 4) shall be undertaken to confirm the suitability of material for re-use. On receipt at the site the imported material shall be subject to further visual inspection to verify that it conforms to the characterisation provided prior to import.
- D2.3 Sample analysis shall be carried out on all imported fill material. The analysis shall include an assessment of all chemicals identified as having potential to

be present within soil following a review of the historical use of the land from which the imported material has been sourced. The limits set out in Table 3 and Table 4 define the maximum permitted concentrations of these identified chemicals in soils.

Table 5 Materials Management Strategy

Material		Assessment		Fate		
Mobile Free Phase Oil Product		Excavation for Ex-situ remediation at on-site remediation compound by third party				
Asbestos Impacted Soil in Areas of Future Ground Disturbance/ Material Re-use		Exceeds 0.001% w/w asbestos		Excavation for Off-site disposal by Remediation Contractor		
		Exceeds 0.001% w/w asbestos AND visual evidence of asbestos containing materials		Material with <1% w/w asbestos can however be replaced at a depth of 1m below ground level within the site boundary.		
		Does not exceed 0.001% w/w asbestos BUT contains non-friable or friable asbestos containing materials suitable for hand picking		Potential Hand Picking by appropriately qualified LGPDL appointed contractor.		
Source	Passes Import Criteria	Passes SSTL for proposed end placement depth (Refer to Scenario SSTLS Table C1)	For soils between surface and 1m depth and within 10m of swale Passes Leachate Criteria (Table C2)	Suitable for Use in <i>all</i> areas	Suitable for Use in all areas, except within 10m of swale	Suitable for Use under buildings /hard surfacing only
Site Won Excavated Materials		✓ X ✓	✓ X X	✓ X X	- ✓	- ✓ ✓
Remediation Site Won Materials		✓ ✓ X	✓ X X	✓ X X	- ✓ 	- ✓ ✓
Imported Materials (Dredged)		✓ X ✓	✓ X X	✓ X X	- X ✓	- ✓ ✓
Imported Material (other)	✓	✓ ✓	✓ X	✓ X	- ✓	- ✓
	X	X	X	X	X	X
Note that any <i>site won material</i> not intended for use in soft landscaped areas will not necessarily require analysis and assessment against the SSTLs, but will as a minimum require inspection for mobile free oil product.						

D2.4 In instances where the imported soils are placed (and thus effectively encapsulated) beneath a building footprint it may not be necessary to analyse these soils for their leachate quality.

D2.5 Potential fill material not meeting the import criteria (at the 95th percentile mean) will not be acceptable.

D2.6 A visual assessment for evidence of asbestos containing material, supplemented with confirmatory laboratory based screening shall be carried out by a suitably qualified person against a limiting value of 0.001% weight / weight.

- D2.7 Aggregate used for concrete and road base shall not require any additional analysis to that provided within the material supply certificate. For recycled aggregates the absence of asbestos must be confirmed.
- D2.8 Dredged material from the Thames estuary shall be reviewed against the SSTLs criteria set out previously in Table 3 in Section C to confirm its suitability for use.
- D2.9 Soil for use in soft landscaped areas shall also be assessed against the criteria set out in Table 3 and Table 4 in Section C above. Soil leaching limits shall be applied to material intended for use in landscaped areas at the surface or to a depth of 1m and within 10m lateral distance of swales.

D3 Suitable End Uses for Material

- D3.1 The suitable end use of site won, remediated or imported material is summarised in Table 5 based on the results of the assessment and screening process.

D4 Undiscovered Contaminated Soil and Groundwater Watching Brief

- D4.1 During the course of any ground preparation works that penetrate existing site levels, a watching brief shall be undertaken by a suitably qualified person to identify undiscovered contaminated soil and groundwater.
- D4.2 Work shall stop immediately should any material be encountered that appears to be visually impacted by mobile oil product and/or asbestos and LGPDL shall be notified and the material remediated in accordance with Section C of this document.

D5 Earthworks Procedure

- D5.1 All movements of soil, whether considered to be contaminated or not, whether imported or site won, shall be tracked. An Earthworks and Materials Tracking Spreadsheet shall document each movement of soil around the Site, including site of origin and location of deposition, quantities and all quality control checks.

D6 Geophysical Survey and Removal of Obstructions

- D6.1 Prior to plot development, a geophysical survey shall be undertaken.
- D6.2 Where obstructions are encountered these shall be cut back as required to facilitate the construction of the new building otherwise obstructions shall be left in situ to avoid the risk of creating new pathways between shallow near-surface contaminated soils and the underlying Minor Aquifer. Building sub-structures shall be designed to overcome and bridge any existing piles. All material recovered shall be recycled and re-used on site wherever possible. Any underground services to be retained shall be checked and recorded.

D7 Piling Procedure

- D7.1 Whilst all plots will have been subjected to detailed site investigation and where necessary remediation prior to construction work, there remains a possibility for hot spots of hydrocarbons or suspected asbestos contamination to be identified during site works. A risk assessment shall be undertaken prior to work commencing and the appropriate piling methodology (either driven or bored piles) adopted taking into account site conditions, previous site investigations etc. in line with the Environment Agency's National Groundwater and Contaminated Land Centre report NC/99/73 (May 2001): Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination or any subsequent updates to it. The floor slab design of buildings shall be constructed in accordance with CIRIA Report C665 and BS8485 and shall incorporate a gas and damp proof membrane with the necessary Quality Assurance and Quality Control as standard, beneath which the piling mat shall also provide a permeable venting layer to prevent the potential for volatilisation of contaminants and ground gases to enter indoor air spaces in the buildings. Service ingress points shall be sealed.
- D7.2 A groundwater monitoring programme for the River Terrace Deposits (RTD) shall be maintained through the construction works to ensure that piling activities do not increase the risk of contamination to the underlying secondary aquifer.
- D7.3 Visual and olfactory inspections shall be undertaken by suitably qualified persons during excavation activities. Should contamination be suspected work shall stop immediately and appropriate action taken.
- D7.4 Trial piles may be utilised to inform foundation design. For any piling operations which are required to be undertaken within 25 metres of a vibration sensitive building a vibration impact assessment based on BS 5228-2:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites: vibration' shall be undertaken and depending on the outcome of the assessment, vibration monitoring conducted. Occupiers of buildings within 50 metres should also be taken into consideration when selecting a piling solution.
- D7.5 When a site is partially built and piling works are required adjacent to an occupied plot potentially resulting in separation distances below 25 metres, measures to control vibration set out in BS5228 could include:
- The use of a low vibration alternative plant and/or methods of work e.g. using bored rather than driven piles.
 - Measures to reduce the levels of vibration at source such as the reduction of energy per blow or pre-boring for driven piles and the removal of obstructions.
 - Cut-off trenches.
- D7.6 Between October-March all impact piling in the restricted area as shown on Figure 4 shall cease during periods of severe winter weather based on relevant measurements recorded at the Shoeburyness Meteorological Station, by reference to the Joint Nature Conservation Committee guidelines, "Statutory Suspension of waterfowl shooting in severe winter weather" (JNCC Report No. 45). This measure becomes active if the minimum recorded temperature at Shoeburyness is below 0°C for 14 consecutive days. Periods of up to 2 days of greater than 0°C (minimum) will not count

towards the consecutive days and not restart the day count. Periods of greater than 3 days of greater than 0°C (minimum) will restart the day count and lift the restriction.

- D7.7 Construction noise from piling works in the hatched area identified on Figure 4 shall be monitored by the Contractor at a position representing the closest part of the designated ecological sites listed below and the results made available to the Environmental Advisory Group on request. Noise monitoring shall include observations as to whether the source of short-term high noise levels is associated with the LDO development works. Where piling works result in construction noise levels exceeding the following thresholds, all piling activities shall cease:

Vange & Fobbing Marshes SSSI

- Maximum sound pressure levels of 63 dB $L_{AFmax,1min}$ more than five times in any hour.

Mucking Flats & Marshes SSSI

- Maximum sound pressure levels of 66 dB $L_{AFmax,1min}$ more than five times in any hour.

D8 Stripping and Storage of Topsoil and Sub Soil

- D8.1 Most of the topsoil required shall be imported 'Multi-Purpose' grade in accordance with BS 3882-2015.
- D8.2 Topsoil that exists on the site is of very thin depth and shall not generally be removed.
- D8.3 Topsoil materials containing concentrations of toxins, pathogens or other extraneous substances harmful to plant life shall not be used. Peat or products containing peat shall not be used.
- D8.4 All topsoil shall be tested to ensure that it is not contaminated with any hazardous material or substances including controlled wastes (as defined in the Environmental Protection Act 1990 Part IIA or any subsequent amendments to it) or hazardous wastes (as defined in the Hazardous Waste (England and Wales) Regulations 2005 or any subsequent amendments to it) and radioactive wastes (as defined in the Radioactive Substances Act 1993 or any subsequent amendments to it).
- D8.5 The (maximum) limiting values for contamination of materials (including topsoil) are set out in Table 3 and 4 in Section C.
- D8.6 Topsoil shall be deposited over new earthworks in bulk, in layers of 150mm vertical depth in grassed areas, 300mm for woodland and buffer planting, 350mm for ornamental shrub planting and 450mm depth for hedge trenches.
- D8.7 Appropriate plant shall be used to minimise disturbance, trafficking and compaction during excavation and placement of topsoil.

- D8.8 Contamination of topsoil by subsoil, stone, hard core, rubbish or material from demolition or construction works shall be screened out on site.
- D8.9 Different grades of topsoil shall be kept separate from each other when stock piling and handling. Topsoil handling shall be kept to a minimum and in accordance with DEFRA Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.
- D8.10 Stockpiling of topsoil shall be carried out in accordance with the DEFRA Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.
- D8.11 Topsoil shall not be compacted. A friable texture of visible crumbs shall be preserved.

D9 Final Ground Levels and Conditions

- D9.1 Landscaping fill material to be used for shaping and contouring shall be sourced from within the site wherever possible. Prior to use, site won material shall have been tested and remediated to the appropriate standard as specified in Table 3 and 4 in Section C.
- D9.2 All imported materials for use as a growing medium or for any other purpose, including fill, shall also be tested for compliance to the standard specified in Table 3 and 4.
- D9.3 Deposition of landscape fill material shall be carried out as soon as practicable after excavation.
- D9.4 The degree of compaction shall be sufficient to remove large voids and to produce a coherent mass whilst preventing over-compaction.

D10 Services Infrastructure

- D10.1 Where the installation of water pipe, ducts or any other excavation occurs within current ground levels, a watching brief shall be maintained and any mobile oil product encountered will be excavated for ex-situ bioremediation at the remediation compound. Supply pipe materials shall be appropriate for use in contaminated ground. Supply pipes installed at shallower depths, within material used to raise ground levels, will not require any special mitigation measures other than the provision of a gravel/pea shingle filled trench.

E Waste Material Management

- E0.1 All waste material generated on-site during the construction process shall be handled and disposed of in accordance with waste management legislation and the waste hierarchy as follows:
- Waste Prevention
 - Material Reuse
 - Material Recycling
 - Disposal
- E0.2 The management of construction waste shall be phased in line with the construction works phasing.
- E0.3 During the construction phase, waste management shall be reviewed for each of the waste hierarchy stages and the suitability of the materials to each stage will be assessed. For material reuse, recycling and disposal off site, a review of waste management companies shall be undertaken to assess the capacity for certain materials to be recovered.
- E0.4 The following measures shall be considered to ensure that waste is minimised:
- avoidance of waste at the design stage;
 - use of materials with recycled content;
 - provision of construction material cut to size to reduce waste generated in site;
 - just-in-time deliveries;
 - safe and secure storage of materials;
 - minimisation of packaging;
 - reuse or recycling of unwanted packaging e.g. pallets; and
 - reuse of waste on site.
- E0.5 The following targets have been set for waste management:
- 100% of remediated soil to be reused on-site;
 - 80% of contractor's waste to be recycled (tracked through monthly reporting system).
- E0.6 Materials available within the development site (existing hard standing, roads, drainage, stockpiles, structures or use of dredged material) shall be re-used on site wherever possible.
- E0.7 All construction works shall be carried out in accordance with a Site Waste Management Plan which shall be made available to the EAG on request.

E1 Waste Streams and Segregation

- E1.1 Waste shall be segregated into the following waste streams:
- Mixed construction/demolition waste – excluding:
 - Timber
 - Metal

- Cardboard
- Recyclable Office Waste
- Non-Recyclable Office Waste
- Insulation – glass fibre, mineral wool, purlboard, breather paper;
- ‘Green waste’
- Plasterboard – all plasterboard waste must be sent to a licensed facility for recycling
- Concrete washout
- Road sweeper arisings (insert waste)
- Hazardous waste.

E1.2 Under no circumstances shall mixed demolition and construction waste go straight to landfill.

E2 Preventing Escape of Waste

E2.1 All waste produced on-site shall be appropriately stored to prevent escape or leakage whilst stored on-site or in transit. Waste storage facilities shall be suitable to contain waste and labelled with a description of the waste. Vehicles used for transporting waste shall be suitable to prevent escape during transit.

E2.2 Containment bunds with rain shelters and sealed containers shall be used if there is any likelihood of stored waste contaminating the surrounding area. Liquid waste shall be stored away from drains, boreholes and watercourses.

E2.3 No wastes shall be burnt or disposed on site.

E3 Transfer to an Authorised Person

E3.1 Waste shall only be transferred to an appropriately licensed waste consignee. A copy of the Waste Carriers Licence or registration shall be retained by the waste consignor.

E4 Off Site Waste Disposal or Treatment

E4.1 The final waste disposal or treatment facility must be authorised to accept specified wastes and hold an appropriate waste management license, environmental permit or waste management license exemption.

E5 Record Keeping

E5.1 Appropriate records for all waste material transported off-site shall be retained. The waste transfer notes and the consignment notes shall be retained for a minimum period required by the Waste (England and Wales) Regulations 2011 (as amended) or as per updated UK waste legislation of two years, and hazardous waste consignment notes shall be retained for a minimum period of three years.

E6 Managing Hazardous Waste

E6.1 The following measures shall be adopted for the management of hazardous waste.

- Hazardous wastes shall be segregated and stored in labelled facilities, or areas.
- Non-hazardous waste shall not be contaminated with hazardous waste.
- The Environment Agency shall be notified of the movement of hazardous waste, through the hazardous waste consignment process.
- All hazardous waste shall be clearly and appropriately identified and labelled prior to transit from site.

Part 2: Environmental Control Measures / Procedures

Part 2 Environmental Control Measures / Procedures

F Habitats and Protected Species

- F0.1 Protected species have already been translocated to receptor sites within the vicinity of the development area as shown on Figure 5. Activities and works shall not disturb or damage the ecological mitigation and management measures that have already been implemented (e.g. fencing, ponds etc.). In the event that damage occurs it shall be repaired at the earliest practical opportunity. Further detail on the monitoring and management requirements for the ecological receptor sites is set out in the London Gateway Ecological Mitigation and Management Plan (EMMP).
- F0.2 As part of an induction process, the contractor shall be made aware of the potential for protected species to be found on site. In the event that protected species are encountered during construction works, all works shall cease in that area until the procedures set out below have been satisfactorily completed.
- F0.3 In the event a contractor encounters a protected species, to continue works a qualified ecologist shall be appointed to oversee the high-risk construction activities.

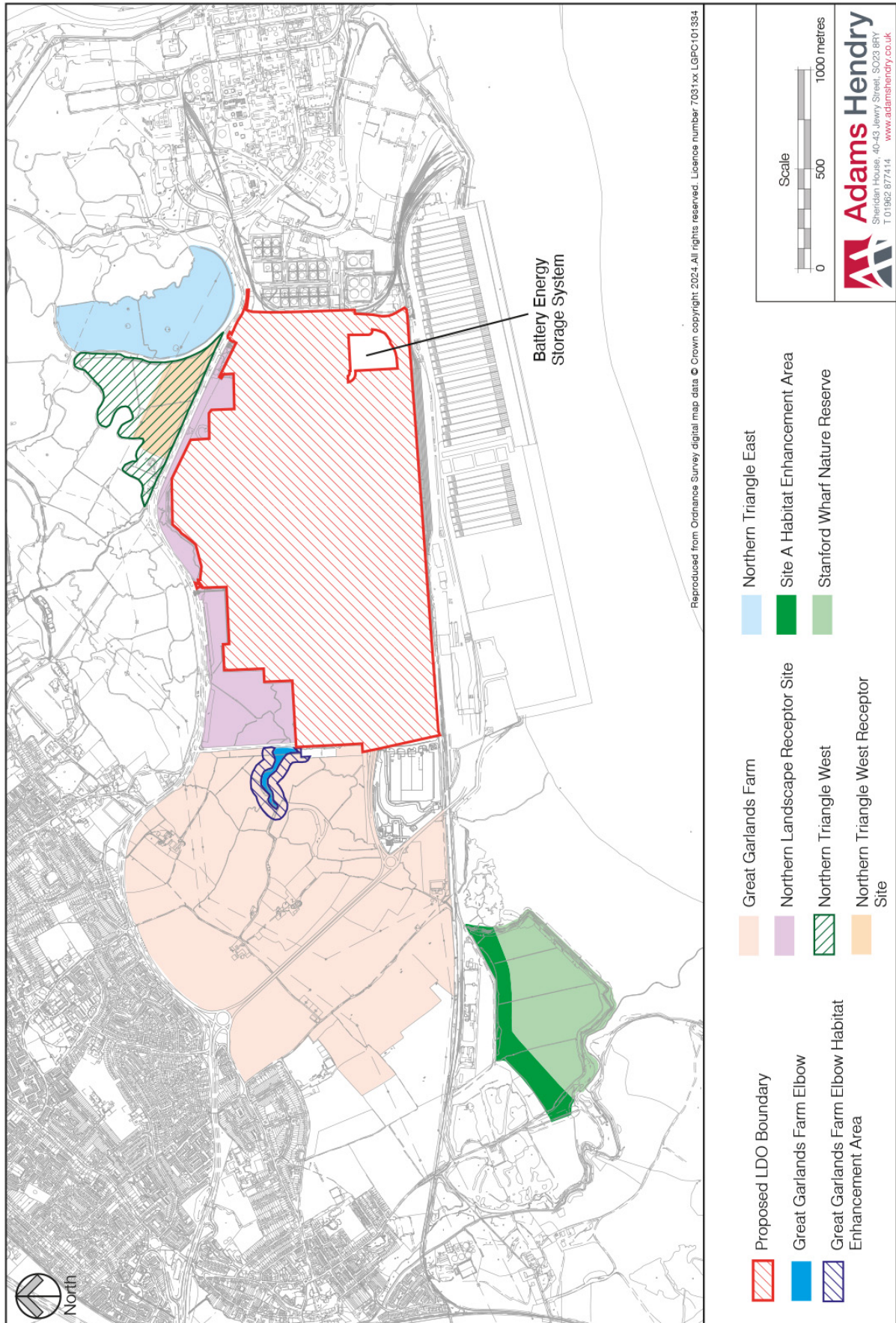
F1 Adder, Common Lizard, Slow Worm, Grass Snake

- F1.1 Long-term reptile exclusion perimeter fencing has been erected around receptor sites to prevent reptiles entering the construction areas and this shall be maintained until site earthworks and landscaping have been completed.
- F1.2 Once every three months throughout the construction period, the integrity of the reptile exclusion fence shall be checked and, if damaged, shall be repaired immediately. If necessary, sections of damaged reptile exclusion fence shall be replaced, or if possible, repaired with a waterproof cloth tape.
- F1.3 If encountered, reptile habitat shall not be disturbed between November and March whilst the animals are hibernating. If necessary survey and translocation to an identified receptor site shall be carried out between April and September (occasionally early October). Any areas of reptile habitat identified shall be protected by post and wire fences to prevent accidental damage until the reptiles can be moved.
- F1.4 Removal of the exclusion fencing post construction shall be done under the supervision of an ecologist and outside the reptile hibernation period, i.e. between the months of April to September inclusive.

F2 Great Crested Newt

- F2.1 Amphibian fences and a secure fence shall be maintained around refuge areas for the duration of construction. A secure fence shall be maintained outside the amphibian fences to prevent accidental entry by construction traffic or plant. Warning signs shall be displayed to ensure contractor awareness.

Figure 5: Ecological Receptor Sites / Habitat Enhancement Areas



- F2.2 A watching brief for amphibians shall be maintained throughout all site clearance operations and any animals found shall be removed to the refuge areas. The fences surrounding the newt refuges shall be walked at least once every three months throughout the construction period to check for and if necessary close up or repair any gaps or cracks through which newts could escape.
- F2.3 An annual survey shall be carried out of suitable water bodies on remaining undeveloped plots and any animals found shall be translocated to suitable refuges. Handling and transfer of great crested newts shall be by a licensed ecologist.

F3 Bats

- F3.1 Any buildings to be demolished shall be surveyed for the presence of bats and if any bats or bat roosts are present then work that will impact on bats and their roost shall not proceed until the appropriate European Protected Species License has been obtained from Natural England.
- F3.2 No work shall be carried out on known or suspected hibernation roosts between December and February, or on a known or suspected maternity roost between May and August. Work is possible (under licences) on male bachelor roosts during the latter period.
- F3.3 All site workers associated with the development of the site shall be informed of the presence of bat roosts and briefed to undertake actions to protect bat roosts within buildings.

F4 Badgers

- F4.1 The site has been cleared of badgers and exclusion fencing exists around the whole perimeter.
- F4.2 In the event of night workings, appropriate lighting that minimises side scatter shall be erected along temporary haul routes to assist in avoiding collision with badgers at night. Lights shall be directed away from areas of semi-natural habitats and from badger setts.

F5 Water Vole

- F5.1 Water voles on site have been translocated to a number of the receptor sites, the in-site swale ditch network on the Park and the River Colne near Colchester.
- F5.2 Any water bodies within the construction area shall be surveyed by a qualified ecologist in advance of works and if water voles are present, steps shall be taken to exclude them and prevent recolonisation. Any remaining water bodies shall be fenced to prevent accidental damage by plant or vehicles and shall be protected from pollution or silt run-off from the works.

F6 Brown Hares

- F6.1 Areas of grazing marsh and arable land in the vicinity of the works have been fenced off, preventing accidental incursion into the areas by construction traffic. In the event of construction works taking place at night, appropriate lighting (see paragraph K1.4) shall be erected along temporary construction traffic routes to help avoid collisions to brown hare as well as other species.

F7 Breeding Birds

- F7.1 During construction, surveys shall be undertaken each year in April, May and June to assess the impact of the works on the populations of important species. More frequent surveys using results of breeding bird surveys shall be carried out around working areas to locate nest-sites of Schedule 1 species and ground-nesting birds for protection, where required.
- F7.2 Ecologists shall provide a watching brief in all areas thought to be occupied by breeding birds. If breeding birds are present, measures shall be taken to avoid disturbance. These shall include the creation of an exclusion zone to avoid the area, or the delay of construction activities until the end of the breeding bird season (or fledging of juveniles in the event that individual nest sites are identified). A marker fence shall be erected at a suitable distance from the nest-sites of any bird species. Marker fencing shall also be erected in un-cleared grassland close to working areas if ground-nesting birds are present, to prevent contractors accessing these areas.
- F7.3 All potential breeding habitat shall be cleared between September and February prior to and after breeding season has ceased. Outside this period, clearance work shall immediately follow a thorough checking survey to identify active nests which, if found, shall be left undisturbed.
- F7.4 Once the vegetation is cleared and the ponds have been filled in, construction works shall either commence immediately or the cleared ground shall be managed to minimise its attraction to the majority of breeding birds. Specifically, the ground shall be kept clear of vegetation through the use of herbicides. The construction area to be developed shall also be marked out/fenced and a series of posts and highly coloured, reflective mirrors and/or tape with trailing markers/streamers used to criss-cross the construction sites. Physical exclusion may also be provided by the installation of netting to exclude birds from the development site as long as the netting is of a coarse gauge to ensure birds do not get tangled.
- F7.5 An experienced ornithologist shall check the cleared areas for ground nesting birds if works are to occur in the breeding season.
- F7.6 Appropriate measures shall be taken to deter birds from breeding in any areas of suitable bird breeding habitat where construction is likely to start during the breeding bird season. This will specifically include habitat management to minimize the risk of suitable habitat being present for breeding. The situation shall be monitored closely and further action shall be taken if required such as audio and visual bird deterrents and the use of agricultural bird scarers or kites, balloons, scarecrows and raptor decoys.

F8 Wintering Birds

- F8.1 Work directly affecting wintering waterfowl habitat shall be avoided between October and March.
- F8.2 In order to avoid disturbance of wintering birds, noise arising from construction works during the months of October to March inclusive, as observed within the closest part of the designated ecological sites, shall not exceed the construction noise thresholds set out within Section D7.7.
- F8.3 Construction vehicle speeds across the Site shall be limited to 20 mph.
- F8.4 Construction workers shall be made aware of the sensitivity of wintering birds and how to minimise disturbance during their induction process.
- F8.5 Post-construction, strategic landscaping shall be planted along the western boundary to screen pedestrian and vehicular movement activity adjacent to the grazing marshes.

F9 Plant Species

- F9.1 All scarce plant species discovered during the clearance of the Park have been translocated to a nursery on Northern Triangle East and Site A Habitat Enhancement Area. A walkover survey by a qualified ecologist shall be undertaken prior to construction. Any remaining nationally scarce plant species discovered shall be marked out, fenced off and protected until they are translocated or if not being translocated, until the end of the construction period.
- F9.2 Construction workers shall be made aware of the purpose of the fencing during their induction process.

G. Water Quality

- G0.1 All works shall be undertaken in accordance with standard regulatory practice to prevent pollution.
- G0.2 The potential for impacts to occur as a result of on-site storage of materials and contamination of water by oil or other liquids shall be minimised by the following measures:
- Storage compounds for fuels, oils or other liquid chemicals shall be located away from surface water drains wherever possible. They shall have an impermeable base and impermeable bunds and shall not drain directly into the surface water drains. Fuel and oil storage compounds bunds shall have a capacity of at least 110%. Where practical, drainage from storage compounds shall be passed through oil interceptors prior to discharge.
 - Spill kits shall be located near to watercourses and within the works compound.
 - Drums and barrels shall be stored in designated, bunded safe areas within the compound.
 - All drums and barrels shall be fitted with flow control taps.
 - All drums and barrels shall be properly labelled.
 - Small plant such as pumps shall be fitted with drip trays.
- G0.3 The potential for impacts to occur as a result of disturbance of silt on land shall be minimised by implementing the following measures:
- All pumped drainage from the construction works, including areas used for temporary storage of construction materials or excavated soils, shall be passed through silt settlement treatment prior to discharge to surface watercourses or drains. Silt settlement treatments may, for example, include straw bales, grassland soakaways and silt settlement lagoons. Balancing ponds shall be at least partially excavated during the early phases of the construction programme to allow them to act as temporary settlement lagoons.
 - Any pumping operations shall be carried out on a 'permit to pump' basis.
 - Where appropriate, access to watercourses shall be bunded to prevent contamination from surface water run-off.
 - All roads and hard-standing shall be kept clean and tidy to prevent the build-up of oil and dirt that may be washed into a watercourse or drain during heavy rainfall
 - The use of water spray to reduce dust or wash down construction areas shall be carefully regulated to avoid washing substantial quantities of silt etc. into the watercourses or surface water drains. Where large quantities of gravel, mud or other such material require cleaning, the area shall be swept clean prior to any subsequent hosing down.
- G0.4 Foul water from welfare facilities shall be sumped and pumped out.

G1 General Construction Control Measures

Silt and Suspended Solids

G1.1 The following control measures shall be put in place to manage silt generation.

- *Excavations:* Where possible water shall be prevented from entering excavations using cut off ditches to prevent entry of surface water and groundwater.
- *Exposed ground and stockpiles:* The amount of exposed ground and soil stockpiles shall be minimised. Silt fences shall be constructed from a suitable geotextile to reduce silt levels in run-off water. The height of stockpiles of material for reuse shall be minimised to avoid damage to the soil structure. Spoil and temporary stockpiles shall be positioned away from watercourses and drainage systems. Surface water shall be directed away from the stockpiles to prevent erosion at the base.
- *Pumping:* Pumped discharges shall be made using a pump of suitable size and at a rate which shall not cause erosion or disturbance to the bed of the watercourse (see disposal of waste water section below).

Concrete & Cement

G1.2 The following control measures will be put in place:

- *Concrete & Cement Operations:* Operations shall be carefully controlled and supervised at all times to minimise the risk of any materials entering watercourses.
- *Concrete & Cement Washout:* Washing out and cleaning of concrete batching plant or ready mix lorries shall be carried out in a contained area as far from watercourses as practicable. The area shall be appropriately bunded and segregated to prevent the escape of contaminated water into a watercourse.
- *On-site concrete production:* Careful initial siting of concrete mixing/batching facilities is vital. A settlement and recirculation system for water reuse shall be provided to minimise the risk of pollution and reduce water usage.

Oil & Chemical Storage & Use

G1.3 All oils and chemicals shall be stored and handled in an appropriate manner to prevent leaks or spills to surface water or groundwater.

G1.4 All storage tanks, buildings, ancillary handling facilities, filling, drawing and overflow pipes shall be enclosed within an impervious bunded area of at least 110% of the tank capacity.

G1.5 The measures in the EA's Pollution Prevention Guidelines for Above Ground Oil Storage Tanks (PPG2) or latest equivalent guidance shall apply. Whilst the PPG previously maintained by the EA has been withdrawn, it remains available on the Government's national archives and is still considered a relevant source of good practice guidance alongside resources under GOV.UK including Oil storage regulations for businesses and Pollution prevention for businesses.

G2 Disposing of wastewater from site

G2.1 The most appropriate method of discharging wastewater from site without adverse environmental impact shall be used. The option that is most appropriate to a specific operation will be dependent upon the following factors:

- The quantities of water involved;
- Whether areas are available for storage and treatment;
- The level of suspended sediment in the water;
- The characteristics of the sediment; and
- Whether the wastewater is likely to be contaminated.

Site dewatering

G2.4 Dewatering activities shall comply with Environment Agency and other regulatory requirements related to dewatering. Under certain circumstances an Environmental Permit may be required from the Environment Agency and treatment of water prior to discharge may be required.

G2.5 Pumping to soakaways or grasslands is not permitted.

Pump to tanker for off-site disposal

G2.6 If there is no alternative option, contaminated wastewater shall be tankered off-site by an appropriate contractor for disposal as a hazardous waste. Temporary welfare facilities shall include appropriate foul sewage storage for subsequent removal and disposal off-site.

G3 Water Quality Monitoring

G3.1 Watercourses shall be visually inspected daily to identify whether there have been any changes in water quality during construction operations. The aspects to be inspected are:

- Colour;
- Odour;
- Suspended solids; and
- Presence of oily films and discolouration.

G3.2 Where problems are identified it may be necessary to carry out more detailed scientific tests to determine the extent of the problem and treat as necessary.

G3.3 Visual monitoring of all wastewater discharged shall be undertaken as best practice. Chemical analysis shall be required when discharging water in line with an environmental permit.

G4 Drainage Pollution Control Measures

G4.1 Contractors shall ensure the ready availability of equipment to contain spillages, including oil booms, drain blockers and dams to contain soluble pollutants.

G4.2 The measures in the EA's Pollution Prevention Guidelines for the Use and Design of Oil Separators (PPG3) or latest equivalent guidance shall be adopted on-site. Whilst the PPG previously maintained by the EA has been withdrawn, it remains available on the Government's national archives and is still considered a relevant source of good practice guidance.

G4.3 All re-fuelling and maintenance works during the construction phase must be undertaken off-site where possible. If this is not possible then an appropriate area of hardstanding, in line with the recommendations for construction compounds and storage must be provided.

G5 Water Demand Management Measures

G5.1 In order to help minimise water demand during the construction phase, an analysis of the key sources of demand for mains water shall be undertaken and an estimate of their associated costs for the duration of the project using mains supplies calculated.

G5.2 Processes to be considered would include:

- Concrete-batching.
- Bentonite-batching.
- Pressure cleaning.
- Grit blasting.
- Damping down.
- Wheel-washing.
- Block toilets and basins.
- Block showers and changing facilities.
- Canteen facilities.

G5.3 An appropriate feasibility study for the introduction of non-potable water supplies to substitute mains water supply where a drinking water supply is not required shall be carried out by the developer and reported to the EAG for consideration.

G5.4 Where temporary accommodation and facilities are to be used during construction, suppliers shall calculate the costs and benefits of supplying more water-efficient fixtures, fittings and systems as standard. Contractors should

be encouraged to fit in-line water purifiers in preference to bottled water. Other recommended practices are as follows:

- Make sure that taps are not left running or dripping.
- Fit controls to existing systems including self-closing taps, flow regulator/restrictors and trigger-operated spray guns & hoses.
- Investigate opportunities for re-using process water, e.g. from wheel wash area.
- Check equipment and systems periodically for leaks and insulate pipes to prevent against frost damage.

H. Dust

H0.1 During periods of dry and windy conditions, surfaces shall be damped down to minimise the volume of dust being generated and transported.

H0.2 The dust control methods shown in Table 6 shall be employed as appropriate.

H1 Haulage Routes

- Haulage routes shall be sited away from any sensitive sites.
- Heavily used areas shall be paved where possible, and swept regularly.
- There shall be a length of paved road prior to the exit from site.
- The width of haul roads shall be kept to the minimum required to reduce the surface area from which dust can be produced.
- Paved access roads and public highways shall be regularly swept using a road sweeper as required.
- Speed limits for site traffic shall be kept to a minimum (20mph) and enforced to minimise dust production.

Table 6 Dust Control Methods

Activity	Possible Dust Control Methods
Soil handling & excavation	Restrict the duration of the activity where possible. Seal and seed storage mound surfaces where possible. Where possible protect surfaces from winds until disturbed areas are sealed and stable.
Laying granular materials	Use water sprays
Material storage	Dampen material. Protect from wind and store under cover where possible.
Transport by vehicle within and off-site	Restrict vehicle speed. Water un-surfaced roads and paved roads Wheel or body wash at an appropriate distance from the site entrance. Load and unload in areas protected from the wind wherever possible. Minimise drop heights. Sheet or cover loaded vehicles wherever possible, Use water sprays/spray curtains to moisten material wherever possible. Sweep/wash paved roads. Use paved roads where practicable. Demolition and construction vehicles conform to at least Euro III standards.

H2 Demolition

- Enclosed and dampened chutes shall be used for dropping demolition waste to ground level.
- Buildings shall be screened with suitable screens and sheets to minimise airborne material.
- Asbestos shall be removed by a registered specialist prior to demolition.
- Bird droppings and other biological matter shall be removed prior to demolition.
- Crushing plant shall be sited away from sensitive areas.

H3 Plant

- Site egress shall be monitored by a banksman and vehicles will not be permitted to exit the site where there is potential for mud and debris to be tracked onto the public highway network.
- Exhausts shall not discharge directly to the ground.
- Plant and equipment shall, where at all possible, be operated away from sensitive receptors near to the site.
- Any mobile plant that is used on site shall be appropriately licensed and operated within its design capacity.
- The Local Environmental Health Authority shall be notified in advance of any mobile crushing plant being bought to the site.

H4 Earthworks & Excavations

- Temporary or complete earthworks shall be sealed or re-vegetated as soon as possible.
- Earthworks shall be kept damp during dry periods of working.

H5 Materials Handling & Storage

- Account shall be taken of prevailing wind/sensitive receptors when locating stockpiles to minimise dust generation and impact.
- Stockpiles shall be kept to a practical height with gentle slopes.
- Stockpile surfaces shall be compacted and bound.
- The amount of time materials are stored on site shall be kept to a minimum.
- Waste or excess material shall be removed from the site as soon as practical.
- Long-term stockpiles shall be protected from wind erosion by screens, wind barriers, capping, vegetation or other effective methods.
- Loose stockpiles can be stabilised with binding agents to reduce wind erosion, however consultation with the Environment Agency is necessary in advance of binders being used.
- Dry or fine materials shall be stored in an appropriate location, such as inside a building or covered/sheeted bay.
- Material handling operations shall be kept to a minimum.
- All dust generating materials shall be delivered under tarpaulin covers.
- Spillages shall be cleared away as soon as possible if they occur using wet handling methods.
- Methods and equipment for cleaning up spillages shall be in place at all times.
- Vehicles carrying loose materials shall be adequately sheeted or contained during travel along site roads and upon leaving the site. Un-sheeting shall only be permitted in designated areas.

H6 Concrete Batching & Pouring

- Large quantities of concrete or bentonite slurries shall be mixed in enclosed areas.
- Dirt in formwork shall be vacuumed rather than blown out prior to concrete pours.
- Concrete pours shall be kept clean once they have gone off.
- Cement or other powder materials shall be delivered by bulk tanker and transferred to silos fitted with particle filtration systems.
- Silos shall be equipped with filters to remove dust from venting air and fitted with alarm systems to warn of overfilling or the failure of dust arrestment systems.

H7 Cutting/Grinding/Grouting/Packing

- Cutting and grinding on-site shall be kept to a minimum.
- Dust extractors or wet cutting shall be used when using concrete/stone cutters and saws.
- Standard angle grinders and disk cutters with no dust control shall not be used on site.

H8 Hot Bitumen Processes

H8.1 If hot bitumen processes are to be used during construction, best-practice measures shall be employed to minimise the production of fugitive black smoke emissions during operations. Such measures should include:

- Avoiding the overheating of bitumen;
- Covering pots and tanks when practical to do so;
- Extinguishing small fires immediately;
- Minimising and clearing up spillages; and
- Care to be taken during 'torching'.

H9 Damping Techniques

H9.1 A fine spray of water shall be used and applied regularly, especially during warm and sunny weather. The following shall be sprayed:

- Unpaved work areas subject to traffic or wind.
- Structures and building during demolition.
- Sand, spoil and aggregated stockpiles.
- During the loading and unloading of dust generating materials.

H10 Preventing Emissions and Odours

Vehicles & Plant

- Low emission plant and vehicles shall be used.
- Vehicles and plant used on site shall be well maintained and regularly serviced.
- All vehicles shall comply with MOT emissions standards at all times.
- Deliveries to site shall be controlled to minimise queuing.
- All engines shall be switched off when not in use.
- Refuelling areas shall be located away from sensitive receptors.

Additional measures

- Waste materials shall not be burnt on site.
- Waste shall be enclosed in a covered container and removed frequently.
- Organic waste shall be removed before it begins to decompose.

Chemicals on site

- Weather conditions shall be accounted for when planning activities that produce any aerosols, fumes, odours and smoke.

I Noise and Vibration

- 10.1 Best practical means of controlling noise and vibration shall be employed for all works in accordance with BS 5228:2009+A1:2014: 'Code of practice for noise and vibration control on construction and open sites – Part 1: Noise' and 'Part 2: Vibration'.
- 10.2 If any construction activities have to be planned to take place outside core working hours and/or have the potential to result in a construction noise level exceeding the levels set out in Table 2 (Section B6), these works shall only take place in accordance with a licence provided by the Environmental Health Authority pursuant to Section 61 of the Control of Pollution Act 1974. As part of the application, the Contractor shall demonstrate that the proposed works incorporate best practical means of noise control with the aim of not exceeding the limits within Table 2.
- 10.3 Contractors and employees shall be made aware of the requirements to restrict construction noise from the Site. This shall include the following:
- Where practicable, ensuring the use of quiet working methods, the use of the most suitable plant, reasonable hours of working for the most noisy operations, and economy and speed of operations.
 - Controlling noise and vibration at source and limiting the spread of noise.
- 10.4 If noisy processes cannot be avoided the following measures shall be employed wherever practicable:
- Increasing separation distance between source and receiver if possible.
 - Screening through barriers or other structures (such as site buildings).
 - Management of timing of site operations.
- 10.5 Whilst the volumes of construction traffic may not be able to be reduced, careful attention shall be paid to the routing and timing of construction traffic.
- 10.6 Measures to maintain good community relations shall include informing local residents on progress and the measures employed to minimise the potential for adverse effects due to construction noise.

11 Noise Control Measures

- 11.1 The following control measures shall be implemented:

Plant

- 11.2 Plant shall be selected to minimise noise and vibration where feasible. The following should be considered:
- All plant shall conform to relevant standards and directives for noise emissions as stated above.
 - Noise control equipment, such as enclosures, shrouds and silencers, on plant shall be fitted and used properly when in use.

- The fuel source for the plant shall be considered; electrically powered plant is often quieter than diesel or petrol driven plant.
- All plant shall be operated correctly.
- All plant shall be turned off when not in use.
- All plant shall be regularly inspected and maintained.
- Rotation, impacting or percussive machinery shall be fixed on anti-vibration mountings.
- Wherever practicable, noisy plant or processes shall be substituted with less noisy alternatives and shall be carefully sited to minimise noise propagation to the nearest noise-sensitive receptors.

Screening

- 11.3 Temporary screens shall be used, where feasible and appropriate, to reduce noise propagation to the nearest noise-sensitive receptors such that the noise limits within Table 2 are not exceeded.

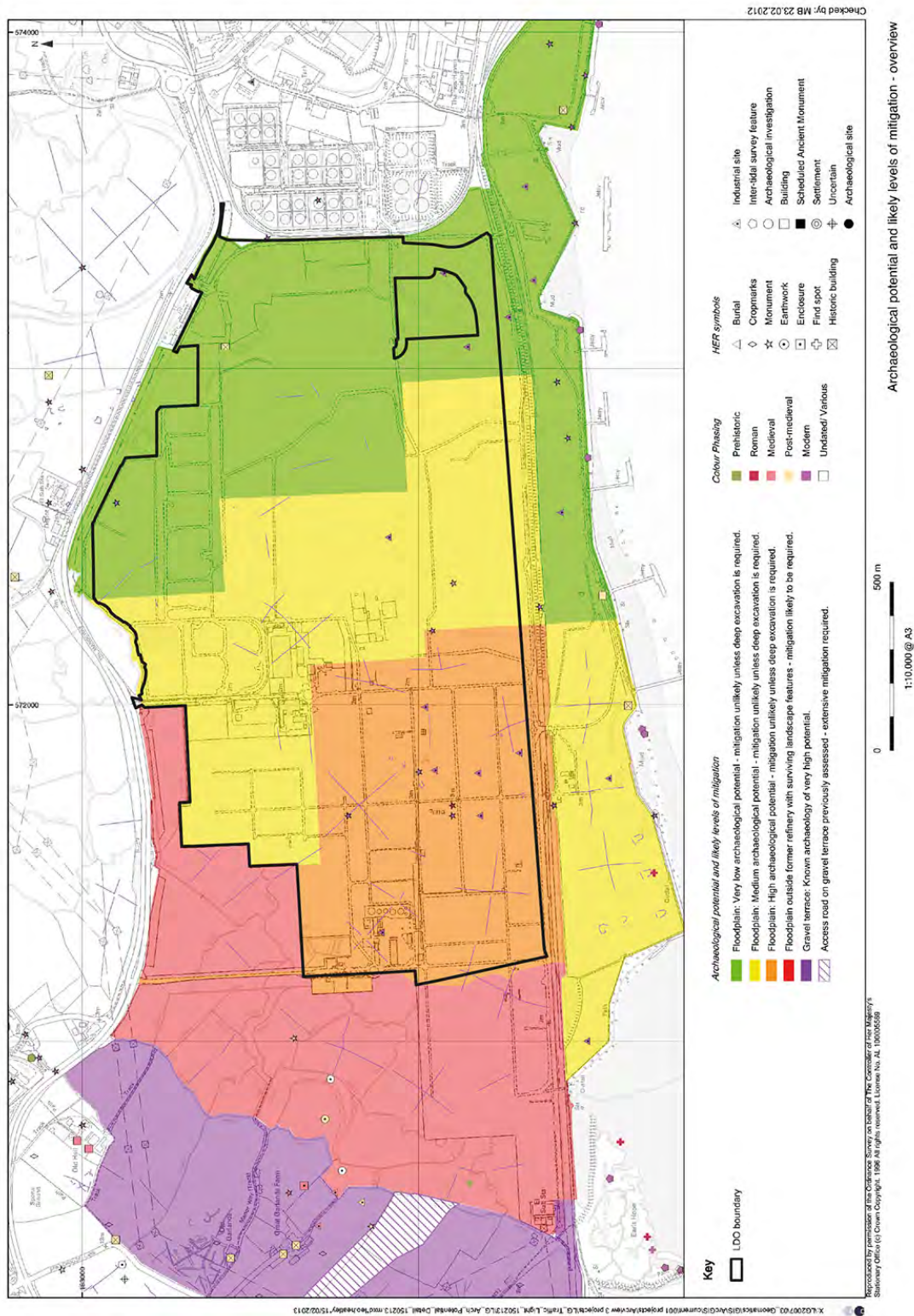
12 Monitoring

- 12.1 Construction noise levels shall be monitored regularly by a suitably qualified person appointed specifically for the purpose, and in particular during the critical phases of construction, such as piling, or when significant changes in construction method or plant are introduced such that the potential for adverse effects due to noise is increased. The required locations and intensity of noise monitoring shall vary depending on the construction phase and location of the works. As a minimum, when there is a potential for adverse effects, noise monitoring shall be undertaken on a weekly basis at positions representing the nearest sensitive receptors to the site. Noise measurements shall be taken to verify that noise arising from construction works does not exceed the limits within this Code of Construction Practice. If limits are exceeded, or complaints received, then these shall be investigated by the relevant works Contractor and actioned appropriately.
- 12.2 Best Practicable Means (for example appropriate mitigation and sensible use of site equipment) shall be employed so the effects of construction noise on ecological receptors are not significant. The results of the weekly noise monitoring shall be submitted to the EAG on request. As noted in paragraph F8.3, construction noise levels shall not exceed the thresholds set out within Section D7.7. If noise monitoring demonstrates that these thresholds are exceeded, then work shall stop immediately and the timing or method of working amended such that the potential for adverse effects on ecological receptors is effectively reduced.

J. Archaeology

- J1.1 No protected archaeological sites or historic landscapes are present within the LDO area. The site nevertheless has potential for archaeological remains, deeply buried within floodplain deposits, as detailed in baseline studies including a geological 'Deposit Model' (Oxford Archaeology, February 2012, A Multi-Disciplinary Investigation of the Sediments at the London Gateway Site, Essex: Geophysics, Palaeoenvironment and Dating, Final Deposit Model Update). Areas of high archaeological potential, based on the 'Deposit Model', are shown on Figure 6.
- J1.2 In the majority of cases it is expected that construction activities undertaken within the parameters established by the LDO1.5 Design Code will not have a significant impact on archaeological sites due to the planned thickness of artificially raised ground covering the site. The latter comprises existing made ground laid during development of the former Shell oil refinery and ground-raising permitted under the LDO.
- J1.3 Wherever possible, any archaeological remains shall be preserved *in situ* through sensitive design and where this cannot be achieved any remains shall be investigated and recorded.
- J1.4 Before construction takes place, groundwork designs of all types shall be assessed and a professional opinion provided by a suitably qualified and experienced archaeologist (a full Member of the Institute for Archaeologists) to determine whether formal assessment is required.
- J1.5 Construction and drainage features that penetrate below the base of artificially raised ground into alluvial deposits shall in all cases be subject to formal assessment based on a comparison of finalised design drawings with the archaeological 'Deposit Model'. Features requiring assessment include (but are not limited to) drainage installations and other buried services, piled foundations, strip foundations, ponds and swales, and areas of deep ground mixing.
- J1.6 Features that do not penetrate below the base of artificially raised ground shall not require archaeological investigation.
- J1.7 Piling will not normally require archaeological investigation, although unusually dense piling schemes in archaeologically sensitive areas may trigger a requirement for investigation.
- J1.8 Where preservation in situ is not feasible, investigation shall be required to identify any significant archaeological remains within the affected area and preserve them by record. Preservation by record may comprise monitoring during construction, trench investigation or other appropriate methods agreed with the relevant local authority archaeological advisor.
- J1.9 The professional opinion, archaeological assessments and any investigation proposals arising shall be submitted for approval by the local authority archaeological advisor in advance of the LDO prior notification process in the form of an Archaeological Project Design (APD). The local authority

Figure 6: Areas of High Archaeological Potential



archaeological advisor shall have no more than 15 days to consider the APD. A short format APD is suitable for documenting the assessment process where no investigation is deemed necessary. Where investigation is required a full APD shall be produced, including a greater level of site specific information,

commensurate with the scale and archaeological significance of the investigation. As a minimum the following information shall be included in APDs:

- Principal contractor/ client name
- Plot name
- Contract reference
- OS grid reference
- Planned period of construction work
- Summary description of works
- Planning background: Standardised text for LDO area
- Archaeological baseline summary: Standardised text for the LDO area can be used in the short format APD
- Heritage baseline data drawing: (not required for short format APDs)
- Heritage baseline data reports: List of relevant baseline report references
- Archaeological Assessment: Identification of the importance of the archaeological resource at the specific location
- Impact Assessment: Description of the anticipated impact of the proposed groundworks on the archaeological resource
- Construction design drawings consulted: List of design drawings consulted in making the assessment
- Archaeological requirements: Identification of specific measures proposed to either preserve archaeology in situ or preserve it by record.
- QA sheet: To be signed by the archaeological specialist, local authority archaeological advisor and client/ principal contractor representative at the following stages: a) acceptance of the APD; b) completion of any archaeological requirements; c) completion of interim report where relevant; d) completion of final report and archive deposition requirements where relevant (short format APDs require signature at stage a) only).

K Landscape and Visual Characteristics

- K1.1 Control of waste and good housekeeping shall reduce any visual impacts from windblown material.
- K1.2 Existing mature trees and hedgerows shall be protected in accordance with BS 5837:2012 Trees in relation to Design, Demolition and Construction-Recommendations.

Lighting

- K1.3 The type and level of lighting provided will be dependent on the particular construction activities in progress. Lighting shall be in general accordance with BS EN 12464-2:2014 *Lighting of Work Places* (Part 2 – Outdoor Work Places). In particular Table 5.3 of that standard relates to building sites and recommends minimum lighting levels for construction areas to have an average illuminance of 50 lux with 40% uniformity.
- K1.4 As a minimum, lighting will be likely to be required during the winter months and may also be required during the night depending on construction activities, programme and permitted working hours. When construction operations are undertaken at night, temporary lighting shall be provided in accordance with the HSE requirements. Typically the contractor will employ mobile tower floodlights powered by a diesel generator. These units can typically extend the mast to a height of between 5m-9m and are equipped with 4 or 6 1000W metal halide floodlights. The general lighting shall be supplemented where necessary with local task lighting.
- K1.5 Monitoring of the temporary lighting installations shall be undertaken to ensure correct aiming angles are being achieved, and appropriate modifications made where necessary, should undue light spill or glare on human or ecological receptors be identified.
- K1.6 Possible sources of obtrusive light are:
- Light trespass – light spilling beyond the boundary of the site on which a light is located.
 - Glare – the uncomfortable brightness of a light source when viewed against a darker background.
 - Sky glow or upward light produced from poorly controlled or aimed lighting.
- K1.7 Consideration shall be given to the location and angle of site lighting to minimise the potential for obtrusive light to impact upon sensitive receptors.
- K1.8 The following best practice measures shall be implemented:
- Lights shall where practicable, be positioned facing away from sensitive receptors. Where this is not possible lighting units will be placed in such a way that obtrusive light is minimised. Unless health and safety requirements dictate otherwise, no lighting shall be directed to face towards any sensitive receptor.

- All luminaires used around the perimeter of the site shall be mounted within the site, so that the main photometric distribution of the luminaire will be towards site works, keeping all light within the boundary of the development and preventing artificial light spilling outside of this.
- All artificial lighting used during the construction phase shall be directed below the horizontal to prevent unwanted upward light.
- Where necessary glare shields, baffles and cowls shall be used to control and minimise light distribution.
- Modern, high efficiency lamps and luminaires shall be employed throughout the site to be as energy efficient as possible.
- Illuminance levels shall be designed in accordance with BS EN 12464-2:2014 *Lighting of Work Places* and the areas shall not be overlit.
- When not in use all artificial lighting used for demolition or construction shall be extinguished; this shall include periods outside of normal site working hours.
- Any security lighting shall be kept to a minimum at all times.
- Checks shall be made each evening to ensure no lights are left on in error.
- Any complaints relating to obtrusive light shall be fully investigated by the site management.

**Appendix 1:
DP World London Gateway Logistics
Park Incident Management Plan**

Emergency Management System

DP World London Gateway Logistics Park Incident Management Plan

Document Reference: HSMS-ERP-0004


Document Owner: Head of Estates

Revision History:

Version	Date	Reason for change	Author
FINAL	05 May 2019	Updates by LG	Nick Orbell
Update	02 June 2020	Post exercise review updates	Nick Orbell
v.2	March 2022	Updates following IMT exercise 16/11/21 and development of LGLC Incident Management Plan.	Sonia Peirson
v.2 FINAL	6 September 2023	Final version	Sonia Peirson

Approvals:

This document requires the following approvals.

Name	Signature	Title	Date	Version
Oliver Treneman		Head of Park Development	6.9.2023	2

Location/Distribution:

This document is issued to the following people:

- LGLP Incident Management Team (see paragraph 4.3.2)
- Incident Commanders of the LG Site Incident Management Team
- The plan, and associated documentation, is also stored securely in the following locations:
- LGLP Emergency Control Centre locations listed at paragraph 4.3.3 and;
- LG Park folder at O:\Park\11.0 Park SHES\Emergency Plans.

This document is a Regulation at the London Gateway Logistics Park.

1. Purpose

The purpose of this plan is to improve the capacity of DPWLG to manage disruptions to operations, thereby reducing both the impact on customers and other stakeholders, and unnecessary costs. Specifically, this plan deals with the response at a local level for London Gateway Logistics Park (a map of the park is at Annex A); Ref A details the DPWLG corporate Emergency Management System.

2. Scope

The scope of this plan is to establish local incident management arrangements for the LGLP during a disruptive incident, within the overall DP World Emergency Management System (Ref A), in order to minimise the impact on Tenants, staff, operational partners and other stakeholders. Effective incident management improves the long-term prospects of the organisation by giving shareholders and customers the confidence that DPWLG is a corporate group that they can rely upon.

No1 London Gateway is outside the LGLP, so the physical recovery of this facility is outside the scope of this plan and falls under the Port Emergency Response Plan.

Definitions

Annex - an attachment to this document which is reviewed and updated as part of the maintenance cycle at paragraph 7 of this plan.

DP World London Gateway (DPWLG) – a group of companies comprising London Gateway Port Limited, London Gateway Logistics Park Development Limited; LG Park Freehold Limited and LG Park Leasehold Limited.

DP World London Gateway Logistics Centre (LGLC) – a multi-occupancy office and warehousing facility located at the junction of Atlantic Avenue and North Sea Crossing.

EMS - DP World London Gateway Port Emergency Management System.

First or Initial Responder - the responsible person who receives first notification of an incident or becomes aware of an incident (in most situations likely to be Mitie Security Limited).

Incident Controller – the responsible person who initially takes charge of the incident on site.

Incident Commander – the person who leads the **LG Site Incident Management Team**.

LG Port – the operational area of DP World London Gateway Port.

LG Site - LG Port and No1 London Gateway building.

LGLP Security Staff - employees of the third-party security contractor (Mitie Security Limited) employed by LGLP.

LGLP Incident Management Team (LGLP IMT) – as described in paragraph 4.3.1.

LG Site Incident Management Team (LG Site IMT) – IMT responsible for the LG Site

London Gateway Logistics Park (LGLP) - the area of land and built estate and infrastructure as shown at Annex A.

Principal Contractor – a contractor directly employed by DPWLG working on **LGLP**.

Ref - a relevant DP World document referred to in this plan (see list in paragraph 0).

Tenant - a commercial occupier of property at **LGLP**.

3. Incident Response

4.1. Invocation of the LGLP Incident Management Plan

The requirement to invoke this plan may arise from a wide range of disruptions, including the following (see flowchart at Annex B):

Incident Type	IMP Doc	Date
Fire in Tenant area, LGLP managed area, or construction site	Annex E	Aug 2022
Road traffic incident	Annex E	Aug 2022
Casualty in LGLP controlled area	Annex E	Aug 2022
Spillage and escape of substance on road network (excluding Tenant sites)	Annex E & I	Aug 2022
Flooding	Ref C	July 2022
Criminal activity, including unwanted persons on site	Annex E	Aug 2022
Major utility failure - power	Annex E	Aug 2022
Extreme weather	Annex F	Aug 2022
Major incident on neighbouring site (LG Port, Shell)	Annex E	Aug 2022
Incident affecting No1 London Gateway (including Control Room)	Annex E	Aug 2022
Uncontrolled social media	Annex E	Aug 2022

Any of the above, or other instances of serious disruption, should be reported immediately to the **No 1 Security Control Room (0800 121 6830)**. In particular, tenants/contractors must inform the Control Room if they have called for any Emergency Services, so as LGLP Security staff can ensure that gates are unlocked and that they are escorted to the scene. The Control Room will inform one of the designated Incident Controllers who can then activate the relevant call-out procedures if necessary.

A checklist for immediate actions in the event of an incident is contained at Annex C. **In the case of an actual or suspected “4” or “5” incident; a Serious Incident Notification must be made as per EMP Ref B.**

All information received and actions taken from this point should be logged: a template for logging information received and actions taken is at Annex D.

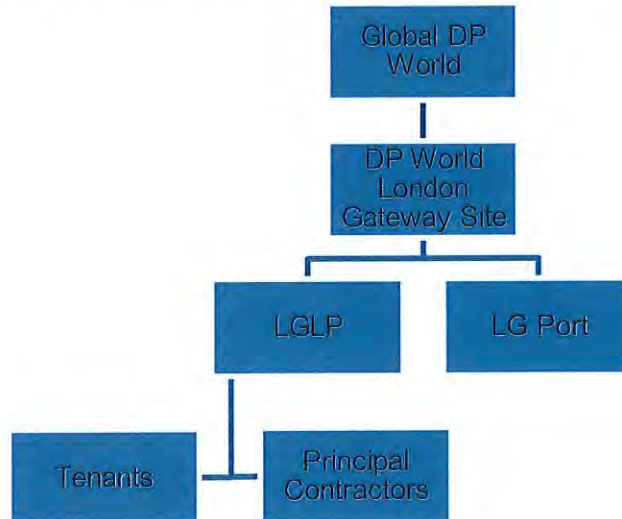
4.2. Methods of invocation

Specific incident responses may be invoked as follows prior to the formal establishment of the LGLP IMT:

Requirement	Method	Authority to Invoke	Comments
Unrestricted public notification of incident required	DPWLG website, local media (including BBC Radio Essex)	Senior Exec (in accordance with EMP)	<u>Must be</u> invoked via LG Port Communications Manager
LGLP Tenant / occupier communication	SMS (also email and phone)	Incident Controller	
DPWLG Staff only communication	Email	Incident Controller via LG Port H&S Manager or Harbourmaster	Manage via DPWLG Communications Manager if possible
Blue Light Services	Phone / verbal	Incident Controller or Initial Responder	Additional actions required in EMP

4.3. Incident Response Structure

The DP World Emergency Management System (EMP Ref A) comprises three planning levels; contractors and Tenants of LGLP constitute a fourth level. This is shown in the diagram below.



Further details of the LGLP IMT are given below.

4.3.1. LGLP IMT

The LGLP IMT is established to coordinate the response across LGLP. Specifically, they:

- confirm appropriate strategies and convert into plans;
- coordinate communications with Tenants and LG Site;
- communicate decisions, actions and plans to Mitie security staff and other operational teams;
- establish measurable objectives and review progress against objectives;
- resolve conflicting requirements between functions for resources;
- liaise with the emergency services and/or local government at the Silver (tactical) level¹; and
- liaise with key suppliers and operational partners.

It should be noted that Business Recovery measures are not within the scope of the LGLP IMT

¹ The LG Site IMT will take on this role if activated (see paragraph 5.6).

4.3.2. LGLP IMT - Roles

The following roles will generally be required in an incident:

Role	Primary	Alternate	Responsibilities
Incident Controller	Estates Manager	Estates Team	Liaison with LG Site and emergency services
Security	Security Superintendent	Operations Manager Mitie	Initial Responder Initial liaison with Tenants. Incident Marshalling Traffic Coordination First Aid
Environment	Senior Environmental Advisor	Environmental Team	Spillages Flooding
Facilities	FM Manager	Park Contracts Manager	Damage assessment, salvage and recovery
LG Port Liaison	LG Port Shift Manager	LG Port Harbourmaster	Liaison with port staff, contractors, vessel staff, neighbouring sites
Communications	LG Port Comms Team, led by Senior Manager – External Relations UK		Internal and external communication
Health & Safety	Senior H&S Advisor	H&S Advisor	Damage assessment, salvage and recovery
People	Head of People, UK	HR and L&D Manager	Liaison with LGLP staff and families
Insurance	Claims & Insurance Manager	Finance & Compliance Officer	Liaison with Insurers. Monitoring costs incurred.
IT	Head of IT	IT Infrastructure Manager	Damage assessment of IT. Liaison with Port VBS. Communication on Information Board.
Log-Keepers	Available persons; Estates Team, Reception Team, Others		Maintaining an accurate record of information received, decisions taken and actions completed.

4.3.3. Emergency Control Centres

The LGLP IMT will normally meet at one of the following locations:

- Vancouver Meeting Room, No 1 London Gateway; or

- RC Desk/Control Room, Third Floor, Terminal Building LG Port.

If an off-site meeting location is required, the following are possible venues (subject to availability):

- First Intervention Team, The Manorway, Stanford-le-Hope, SS17 9LQ;
- Orsett Hall, Prince Charles Avenue, Orsett, RM16 3HS;
- The Bell Inn, High Rd, Horndon on the Hill, Stanford-le-Hope, SS17 8LD; and
- Premier Inn, High Rd, Fobbing, Stanford-le-Hope SS17 9NR.

In circumstances where it is not practical for the LGLP IMT to meet face-to-face a "Virtual IMT" can be convened via Microsoft TEAMS. MS TEAMS call can be set up via Outlook calendar.

(Note. call leader needed, generally Incident Controller or person initiating TEAMS.)

An Emergency Pack is contained in an LGLP Emergency box located in the Vancouver Meeting Room (key held at LG reception).

4.3.4. Logging

It is essential that an effective log of information received and decisions taken is maintained throughout the incident; a log sheet format is attached at Annex D. The log must start from the moment the Initial Responder is involved.

4.4. Welfare

4.4.1. Accounting for Tenants in LGLC

In the event of an incident at LGLC, tenants are responsible for sweeping their area of the building and directing staff and visitors to the muster point (see Ref E). LGLP Estates Staff (during normal working hours) or LGLP Security Staff (outside of normal working hours) will coordinate with tenants at the muster point to account for all personnel and liaise with the Emergency Services. Further guidance for this Liaison Officer role is contained in Ref E.

4.4.2. Shelter

Following an evacuation of LGLC:

- If No 1 London Gateway is safe to enter, tenants will normally be guided to the canteen on the ground floor for shelter and refreshments; or
- If No 1 London Gateway is not safe to enter, consider the use of Orsett Hall or The Crooked Billett in Stanford-le-Hope.

4.4.3. Practical Assistance

In the event of an evacuation of No1 London Gateway, it is likely staff may be unable to access personal cars in the car park. The general expectation is that LGLP staff will make their own arrangements to get home after an evacuation; reasonable expenses (e.g. taxi, hotels) will be reimbursed on production of receipts in line with normal policies. If individual staff members have particular difficulties, then the LGLP IMT will assist.

4.5. Pre-Planned Responses

Pre-planned responses have been developed, supported by appropriate training and exercising, for the following forms of disruption. The detailed procedures are contained in Annexes or as References to this plan. Note also that combinations for all gates on LGLP are contained at Annex H.

4.5.1. Traffic Control (Annex E)

There are two separate procedures for dealing with road traffic accidents: (a) one for an incident in a Tenant-controlled area; and (b) one for an incident in a DPWLG-controlled area.

In any situations requiring traffic control, LGLP Security staff take the lead in directing traffic and liaising with the emergency services when their help is required. If additional resource is required:

- Staff from LG Port can assist with deploying signage;
- Landside Marshalls may be redeployed from LG Port (subject to Port requirements); and
- Requests can be made to Mitie Security or alternative security company for additional staff if required.

In the event of serious congestion, the IMT may instruct LGLP Security staff to open Gate 2 for the purposes of:

- Emergency Service access;
- Getting vehicles off the Park; and/or
- Improving access to LGLC.

In extreme cases, the IMT may instruct LGLP Security staff to open Gate 1 for Emergency Service access only.

4.5.2. Casualties (Annex E)

There are three separate procedures: (a) one for an incident in a Tenant-controlled area; (b) one for an incident in a principal contractor-controlled area; and (c) one for an incident in a DPWLG-controlled area. Tenants and principal contractors are responsible for providing first aid in the areas that they control and LGLP Security Staff provide first aid in DPWLG-controlled areas. If the Emergency Services are required, LGLP Security Staff will meet them and escort to the scene.

4.5.3. Spillages (Annex E and Annex I)

A number of measures are in place to prevent contamination from spillages entering the Thames. Principally these consist of:

- Stopping pumping;
- LGLP Security Staff turning off culverts (only available on certain roads); and
- LGLP Security Staff placing stop boards in the swales.

There is also a specific procedure for dealing with a spillage in the lorry park. If Security Staff are unavailable, the LG Port Environment Team can all carry out these tasks; in addition, some A to Z and UNIQUE staff have been trained to assist. In the event of a serious incident, specialist support is available from Adler and Allen.

4.5.4. Operation Stack

LG Port has plans in place (Ref D) for both:

- Minor Op Stack (vehicles still able to enter the port); and
- Major Op Stack (vehicles still able to enter port but under closer control).

Minor Op Stack involves vehicles queuing along Ocean Boulevard up to the junction with Atlantic Avenue. Major Op Stack involves vehicles queuing on Ocean Boulevard, Atlantic Avenue, North Sea Crossing and Baltic Avenue.

4.5.5. Severe Weather (Annex F)

The potential impacts of severe weather on LGLP include:

- loss of access to (parts of) LGLP;
- physical damage to parts of LGLP (or No 1 London Gateway);
- shortage of LGLP staff (or key contractors, e.g. Mitie Security Limited);
- loss of utilities to LGLP (or No1 London Gateway); and
- disruption to one or more Tenants.

Annex F provides guidance on useful sources of information about weather, flooding, transport disruption and school closures; and summarises DPWLG's absence policy in the context of severe weather.

4.5.6. Flooding (Ref C)

The DP World London Gateway Flood Action Plan details the preparations required to reduce flood risk on LGLP, actions on flooding and procedures for clean-up. The site itself is assessed at being at a low risk of flooding and, even if some areas were flooded, it should be possible to shelter on site (e.g. at No 1 London Gateway).

5. Incident Communications

5.1. Detecting an Incident and Alerting Response Personnel

LGLP receives alerts from the following sources:

Type of Incident	Source	Method
Criminal activity	Varied; observed and reported	CCTV to Control Room Phone call to Control Room from Tenant or third party
Riot, civil disturbance, public disorder	Police Port	CCTV to Control Room Phone call to Control Room from Police, Port, Tenant or third party Local media
Severe weather	Met Office Weather Quest	Email to Estates Team Alerts via LG Port to Estates Team
Flooding	Environment Agency	Email to Environment & Estates Team Local media
Disruption to transport	Highways Agency Essex County Council AA	Alerts via LG Port to Estates Team ECC/AA Websites
Incident at Shell storage depot	Shell	Email- ShellHavenSecurityGate1@shell.com Fay.Lashbrook@shell.com
Road traffic incident	Observed or reported	CCTV to Control Room Phone call to Control Room from Tenant or third party
Personal injury	Observed or reported	CCTV to Control Room Phone call to Control Room from Tenant or third party
Environmental incident	Observed or reported	CCTV to Control Room Phone call to Control Room from Tenant or third party
Op Stack	Port	Notification via Op Stack distribution list.

Response teams are alerted by landline or mobile phone.

5.2. Incident Monitoring

During an incident, individual functions/departments are responsible for assisting, supporting, monitoring and reporting the following information to the LGLP IMT (specific reporting deadlines will be established during the first LGLP IMT meeting).

Function/Department	Information	Comments
Estates	Tenant information records.	Limited remote access is available via OneDrive login by personnel
Security	Blue light co-ordination, LG Port coordination.	Via Control Room / (LG Port Harbourmaster if appropriate)
Facilities	Technical information, O&M manuals, specialist contractor support (e.g. drainage, tankering).	Limited remote access to files is available via OneDrive login. Certain systems have remote login capability.
Environment	Technical and regulatory records, regulator contacts.	Environment Agency must be informed under certain scenarios.
LG Port Harbourmaster	Potential impact on LG Port.	Security Contract Account Manager.
LG Port H&S Manager	EMP compliance and actions.	Escalation, Tier 4,5 liaison.
Communications	Monitoring external media, social media, direct inquiries.	Key monitoring role; see paragraph 5.4.2.

5.3. Internal Communications

5.3.1. Security Team

The Security Team communicate with each other via VHF radio. The IMT have a portable VHF base station and 02 Mobile in order to communicate with the Security Team. Radio Groups are available in Annex J.

5.3.2. Staff

The primary means of communicating with LGLP staff in an emergency will be by phone/SMS/WhatsApp. General information for staff may also be communicated via:

- the DP World Global email system (hosted in London); and
- London Gateway staff intranet website ("QUAY Net").

Contact details for next of kin are held by the DPWLG People Team. **Note. it is the responsibility of the emergency services to contact next of kin in the event of death or serious injury; LGLP staff should not get involved.**

5.4. External Communication

The DPWLG website (www.londongateway.com) will be updated regularly (the LG Port Communications Team can access the content management system remotely via their laptops).

5.4.1. Tenants

The primary method of communicating with Tenants in the early stages of an incident is via SMS. Contact details for all Tenants are also contained at Annex G; these include "Emergency" "HR" and "Communications" contacts (where available).

In the event of a major incident at LGLC, the LGLP IMT will also deploy a Liaison Officer (see above) to LGLC to communicate face-to-face with Tenants. Further guidance for this role is contained in Ref E.

5.4.2. Incoming Calls

The number 01375 648609 is reserved for use as an "Incident Line". Calls to this incident line will be routed to suitable LGLP staff. In the event of an incident:

- The recorded message on the main reception number (01375 648300) will be updated, advising that an incident is in progress and offering callers an option to be transferred to the "Incident Line"; and
- The "Incident Line" number will be published on the DPWLG website.

5.4.3. Media

All media communication will be coordinated by the LG Port Communications Team, who will escalate the details to our Dubai head office or Regional office in London, and will provide a Holding Statement to the IMT. The holding statement will be used for all internal and external communication purposes, and can additionally be recorded on the Park Emergency Phone. The holding statement will contain an outline of the incident that has occurred, any other relevant details at the time, and that further details will be issued on the DPW website.

The Communications Team are supported by New Century Media: contact numbers for key individuals are at Annex C. Staff should be reminded to direct all enquiries to the DPW website.

ONLY THE COMMUNICATIONS TEAM are authorised to make statements on behalf of LGLP. Staff are only authorised to use statements that have been issued by the Communications Team.

5.4.4. Operational Partners

A list of key partners' contact details is provided at Annex C.

5.5. Means of Communication

5.5.1. Phone Lines

Landline phones are dependent on No1 London Gateway being fully functional. If this building has been affected by an incident, then only mobile network access can be utilised.

5.5.2. Email

The DP World Global email system is hosted off-site (in London), so should not be affected by any local disruption at LGLP/LG Port. Most LGLP staff can access DP World email by phone.

5.5.3. Access to IT Systems

LGLP staff have remote access to data on OneDrive (and, in some cases, Norton Rose Fulbright LLP Data Room for contract documents).

5.6. Communication with Emergency Responders

The Bronze/Operational interface with the emergency services is via face-to-face communication with the Security Team Leaders. If liaison is required at the Tactical/Silver level, then the LGLP Incident Controller (or Incident Commander, if applicable) will communicate either face-to-face or by phone. In addition, the LG Port Communications Team will liaise directly with emergency services media teams as required.

In the event of an incident involving London Gateway Port, the Port's Incident Management procedure would be expected to take precedence over the LGLP IMT.

6. Stand-Down

6.1. Procedure for Stand-Down

The LGLP IMT will formally close the incident (in conjunction with the LG Site IMT, if applicable) when it judges that normal operations can be resumed. This will be communicated to all LGLP staff, Tenants and key stakeholders.

6.2. Post-Incident Review

Once normal operations have been resumed, or LGLP is close to this situation, it is important not to lose the opportunity for learning from the experience. A forum to discuss these matters with a brief to identify ways of improving incident management arrangements should be established. **Note that in the case of a “4” or “5” incident, there is a specific corporate investigation process detailed in Ref B.**

Task	Comments	Target Timescale
Appoint inquiry leader	Ideally a director who was not personally involved in managing the incident, or an external facilitator.	24 hours
Set terms of reference	Set out the exact remit and aim of the inquiry.	48 hours
Gather information from those involved	Set a specific date for the submission of feedback. Include external stakeholders.	5 working days
Assess impact on staff	May wish to use the UK HSE stress survey tool, or DPWLG internal welfare resources (Occupational Health nurse).	5 working days
Review data and produce post-incident report	Identify nature and cause of incident. Assess adequacy of management response to incident. Assess adequacy of incident management arrangements in preparing employees for incident. Identify improvements to be made to the LGLP Incident Management Plan. Circulate key findings throughout DP World and share with operational partners as appropriate.	No later than 10 working days [Note DPW requirements for post-incident response]
Update the LGLP Incident Management Plan as required	Inquiry Leader to track agreed actions through to completion.	20 working days post event

6.3. Plan Maintenance, Training and Exercising

Frequency	Task	Responsibility
Monthly	Update LGLP staff contact details	SHES team
Quarterly	Update contact details for tenants (Annex G)	Estates Team
	Update contact details for support partners (Annex C)	Heads of Departments
Annual	Exercise of Flood Action Plan	Environment Manager
	Exercise of plans contained in Annex E	Plan Owners
	Desktop exercises for LGLP IMT	Head of Estates
	Review of LGLP Incident Management Plan	Head of Estates
	Security exercise for LGLP IMT	Security Superintendent
Ongoing	Training of new staff Staff re-familiarisation	Estates team

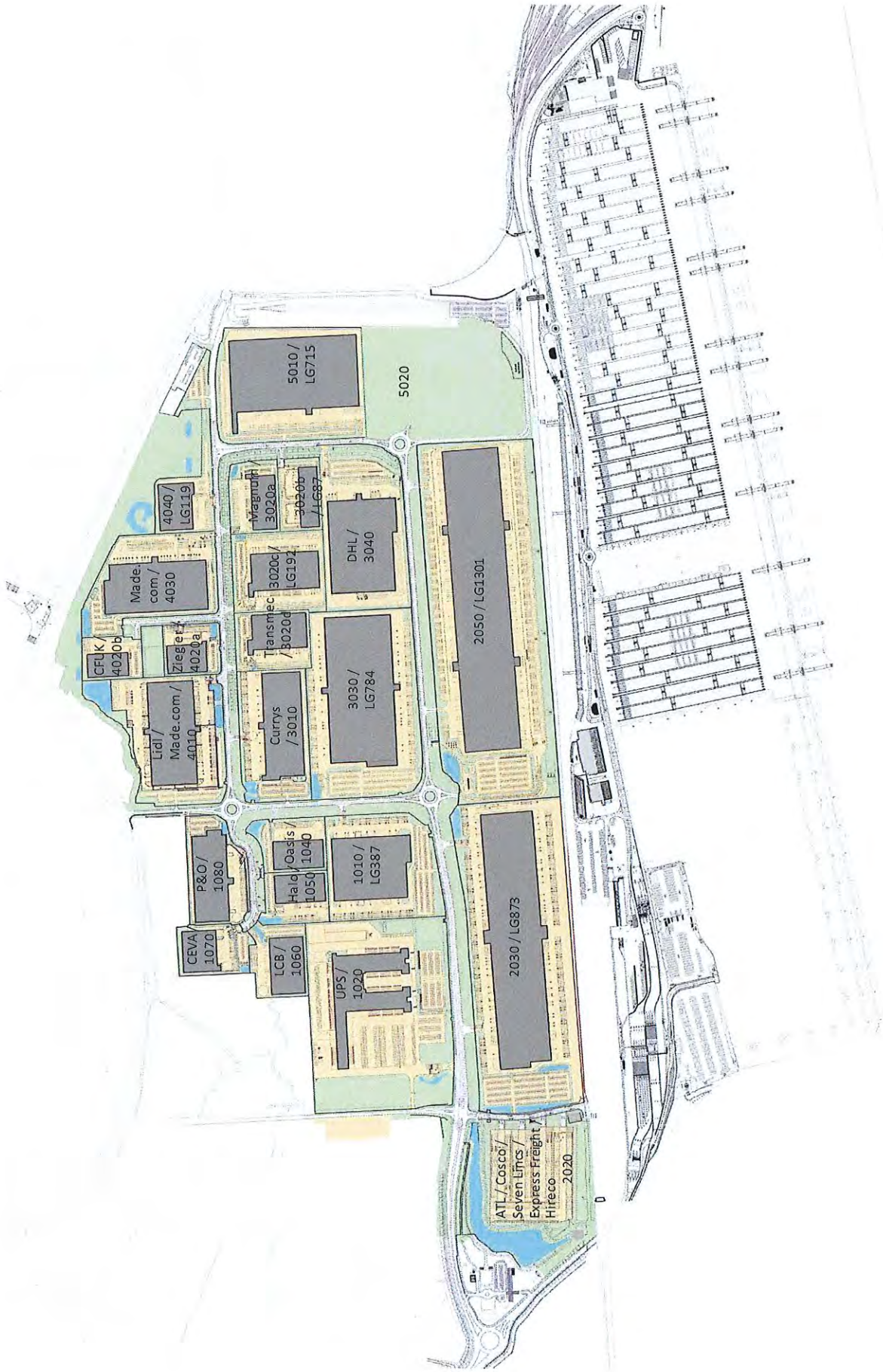
7. Annexures

- A. Plan of London Gateway Logistics Park
- B. Invocation Flow Chart
- C. LGLP IMT Checklist
- D. LGLP Log Sheet
- E. LGLP Emergency Incident Guidance
- F. LGLP Severe Weather Plan
- G. Tenants' Contacts List
- H. Gate Combinations
- I. Instructions for Closing Pump Station
- J. Radio Groups

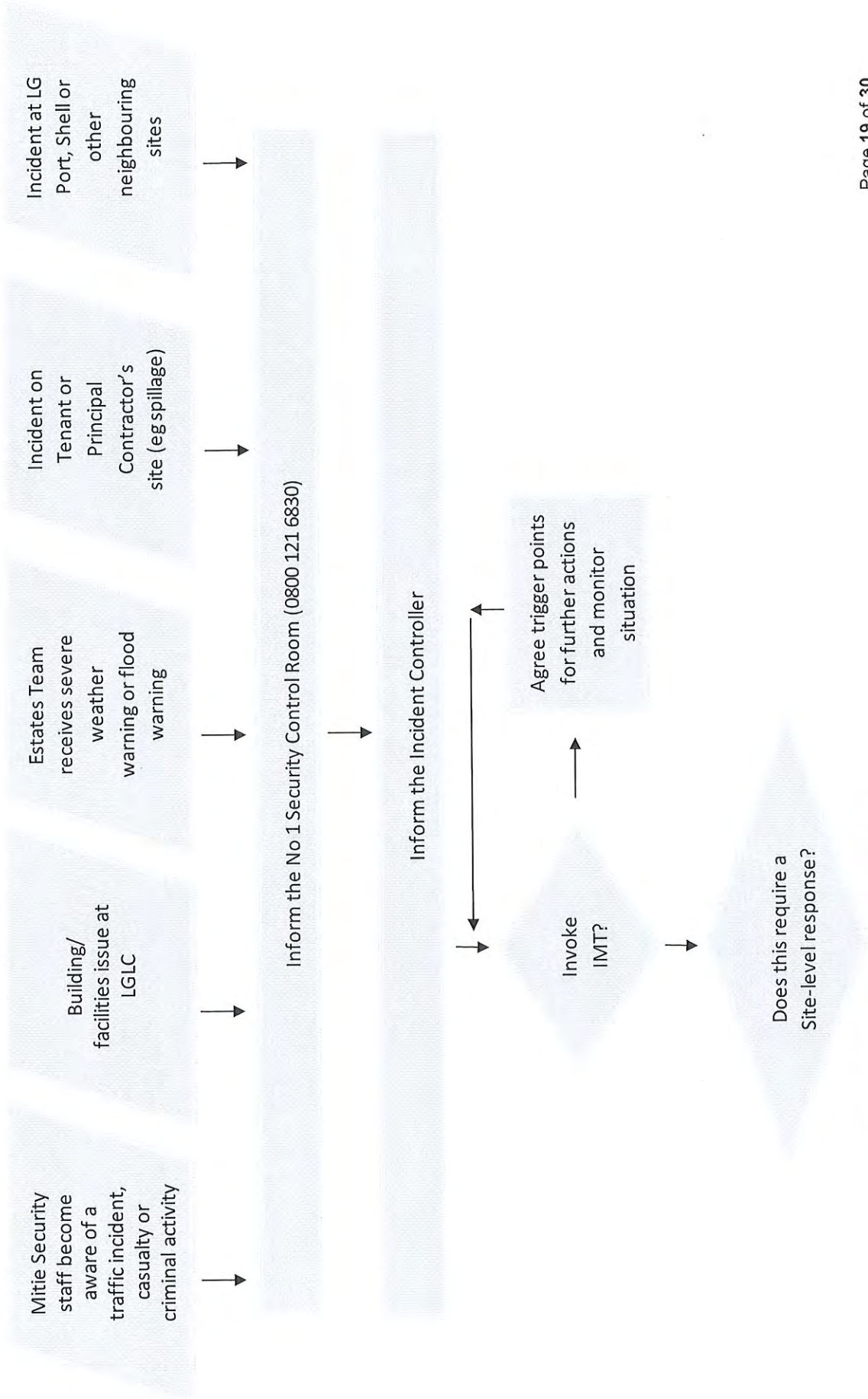
8. References

- A. DP World London Gateway Tier 1 Site Umbrella Emergency Response, Management and Business Recovery Plan (June 2012)
- B. DP World Serious Incident Protocol (April 2018)
- C. DP World London Gateway Flood Action Plan (March 2018)
- D. DP World London Gateway Operation Stack (January 2022)
- E. DP World London Gateway Logistics Centre Incident Management Plan (March 2022)
- F. DP World London Gateway Logistics Park Flood Warning and Emergency Plan (July 2022)

Annex A - Plan of London Gateway Logistics Park



Annex B – LGLP Invocation Flow Chart



THIS DOCUMENT IS UNCONTROLLED WHEN PRINTED

Annex C – LGLP IMT Checklist

LGLP IMT Invocation

IMT Locations

- Santos Meeting Room, No1 London Gateway
- RC Desk/Control Room, Third Floor, Terminal Building LG Port
- First Intervention Team
- Orsett Hall
- Bell Inn, Horndon on the Hill
- Premier Inn, Fobbing

All IMT documentation is stored in the Santos Meeting Room

IMT Mobilisation

- Have all LGLP IMT members been notified?
- Do we need anybody else (external or internal)?
- Has the IMT room been established?
- Have conference call lines been opened?
- Has a log been commenced?
- Agree time for handover and inform next IMT shift

Immediate Actions

- Have LGLP staff and visitors been accounted for?
- Are there any casualties?
- Are there any urgent staff welfare issues?
- Has there been an initial communication to staff?
- Have we established communication with all Tenants?
- Do Port/Site or any other stakeholders need to be informed at this stage?
- Is a media statement required?
- Invoke incident message on main phone line

Invocation of Plans

- Procedures for dealing with RTAs
- Procedures for dealing with casualties
- Procedures for dealing with spillages
- Evacuation/loss of utilities to LGLP-managed building
- Severe weather plan
- Flood action plan

IMT Meetings

Assess the Incident

- How bad could this get?
- What do we know?
- What do we need to know?
- Who are our key stakeholders?
- What constraints are we under?

Implement Response

- Share information
- Identify issues
- Generate options
- Agree immediate actions
- Agree trigger points for further actions
- Communicate with stakeholders

LGLP
IMT AIDE-MEMOIRE
V.2 (Draft v.10)

IMT Contact Numbers				
Role	Name	Work Mobile	Pers Mobile	Home
Incident Controller	Sonia Peirson Estates Team	07717881573	07957153733	
Security	Clara Hurrell-Smith Wayne Callaghan	07747637132 07990083005		
Environment	Tom Coulter Environmental Team	07917211698		
Facilities	Jordan Shea	07813138671		
Port Liaison	Port Shift Manager Paul Brooks	07580321321		
Communications	Dan Bridgett Alexander Walker Tony Lodge	07584 330252 07402 703204 07850 646502		
Health & Safety	Lee Haley Spencer McKenzie	07884233906 07702259652		
Insurance	Dawn Clew Jeff Bell	07392318727		
IT	Nafi Yetkin	07860 716237		
Log-Keepers				

Key Stakeholder Contact Numbers				
Organisation	Name/Role	Office	Mobile	Comments
Shell	Terminal Supervisor Control Room	0207 934 4373 01375 644979		
PLA	General Duty Officer	01474 560311 01474 562215		
Thurrock Council		01375 391605	07624 345544	
Environment Agency		0800 807060		
Adler & Allen		0800 592827		Membership No: C000001430
First Intervention Team				
Orsett Hall		01375 891402		
Bell Inn		01375 642463		
Premier Inn		0333 777 3685		

Data Protection

Personal telephone numbers have been supplied in confidence, and are to be used for purposes of Incident Management only

LGLP
IMT AIDE MEMOIRE
V.2 (Draft v.10)

Annex E – LGLP Emergency Incident Guidance

EMERGENCY INCIDENT GUIDANCE

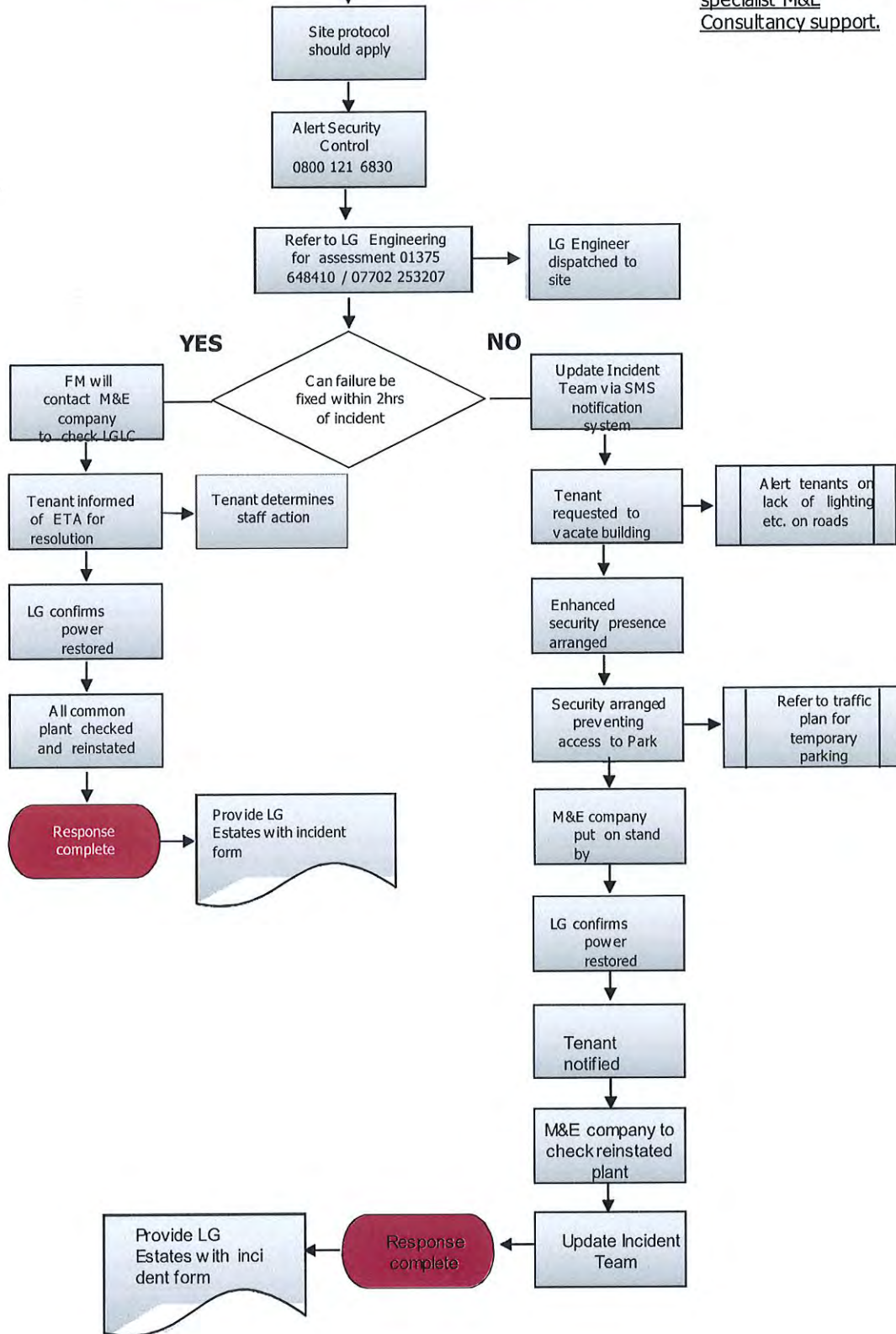
**London Gateway Logistics Park
Stanford-le-Hope
Essex
SS17 9DY**

CONTENTS

Electrical Failure at Logistics Park
Spillage within the Park
Building Damage Assessment
Traffic Accident on Logistics Park
Casualty on Logistics Park
Uncontrolled Social Media
Incident on Neighbouring Site
Criminal Activity and Civil Disturbance

Electrical Failure at Logistics Park

Note : Once park fully handed over all assessments will be made by FM contractors with specialist M&E Consultancy support.



Spillage within the Park

- Actions taken by:
- No1 Control Room
 - LGLP Security staff
 - Incident Controller/IMT
 - Estates/FM team

Alert Security Control Room **0800 121 6830**

Security staff dispatched to site

Confirm nature of spillage and refer to hazchem guidance to establish risk. Do not tackle a spill until the material has been identified and do not expose yourself to danger in the vicinity of the spill.

Does the spillage pose a risk to life: fire, airborne contaminants, explosion? **If not known follow "Yes" arrow**

YES

NO

Contact Emergency Services

Meet Emergency Services at the top of the Access Road

Establish size of exclusion zone and begin evacuation

Implement traffic management plan

Hand control to Emergency Services

Emergency Services clean up spill

Take over control from Emergency Services

Alert member of Estates/FM team to prevent pollution

Contact Alder and Allen on **0800 592827** (response time 4 hours) Put on standby for clean up

Implement procedures to protect swales and drainage system (see Annex I) **if safe to do so**

Alert Incident Controller who decides whether to invoke IMT

Incident Controller/IMT communicates instructions to LGLP occupants

Clean up spill

Alert member of Estates/FM team to manage spill

Implement procedures to protect swales and drainage system (see Annex I)

Can the incident be managed by the on-site teams?

YES

NO

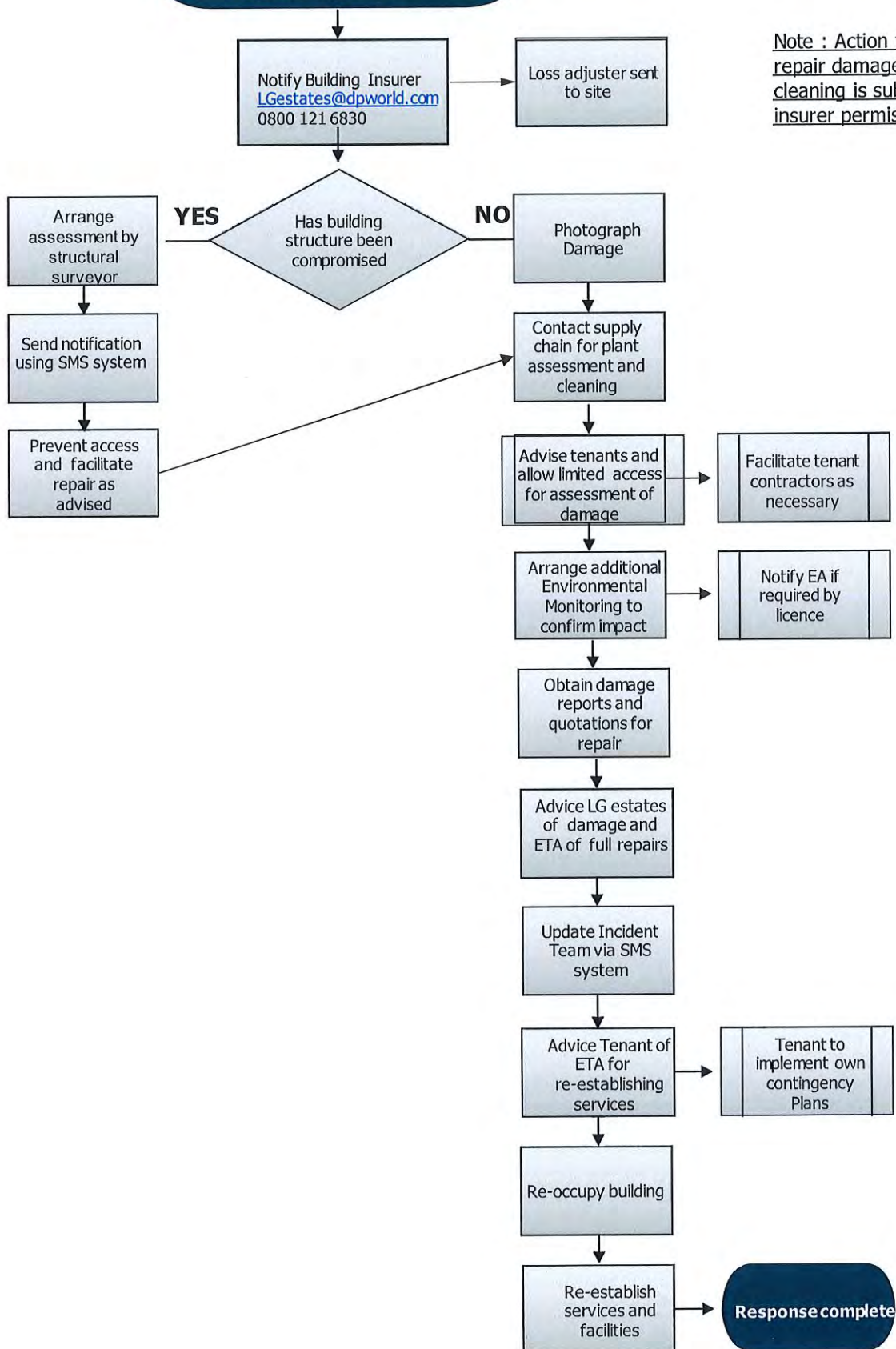
Contain spill as much as possible

Contact Alder and Allen on **0800 592827** (response time 4 hours)

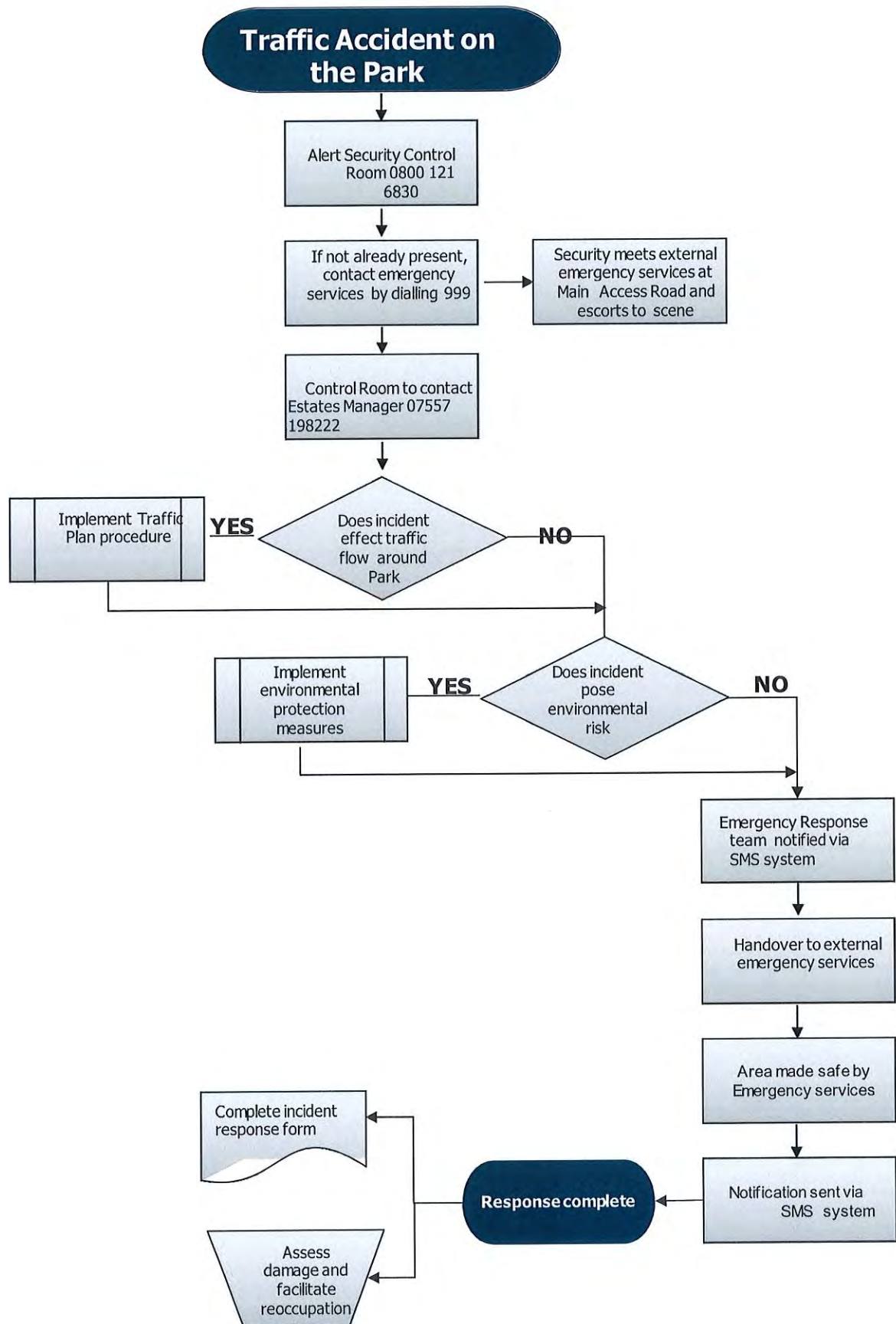
Alder and Allen clean up spill

Write up incident report and circulate to **LGSecurityIncident@londongateway.com**

Building Damage Assessment



Note : Action to repair damage or cleaning is subject to insurer permission.



Casualty on the Park

Alert Emergency Services
999



Alert Security Control Room
0800 121 6830



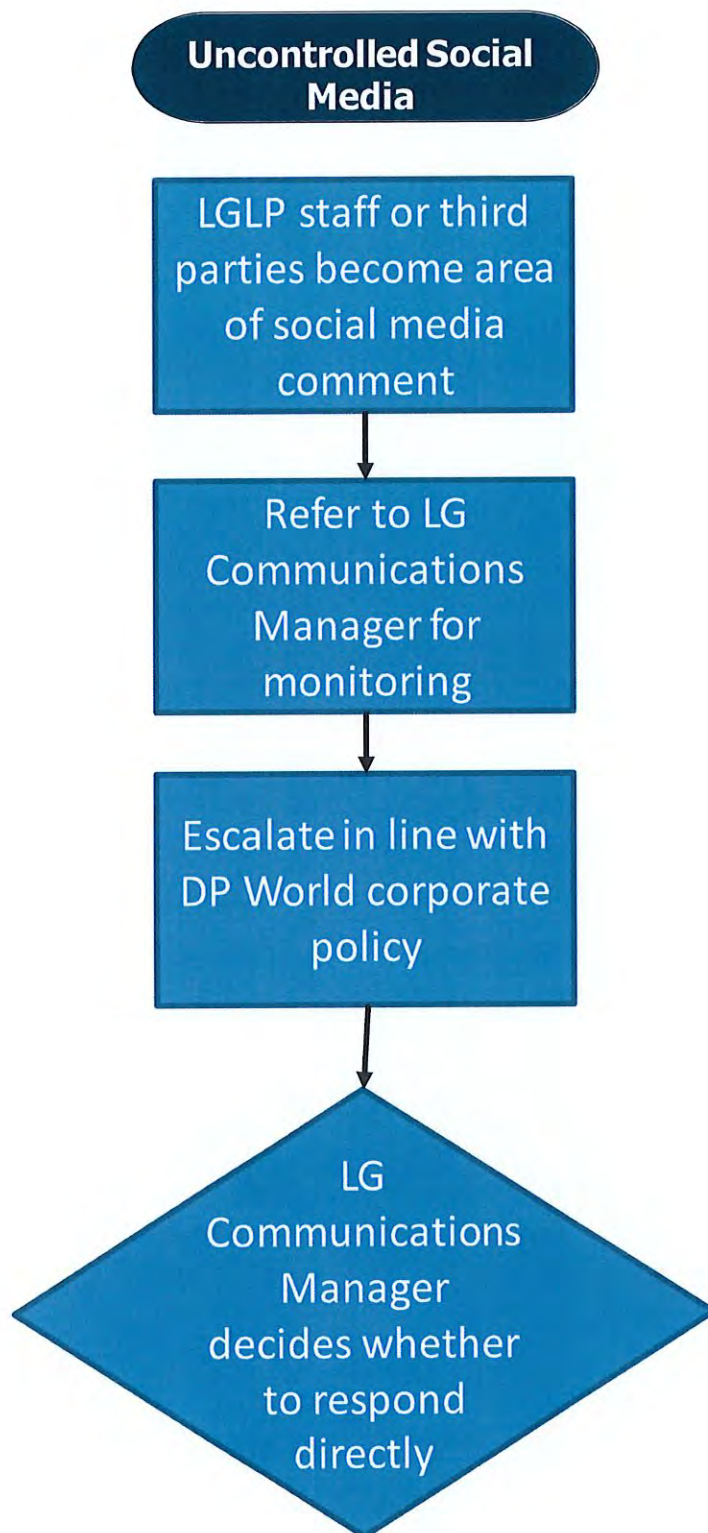
Dispatch team to
incident and assess and
manage

Dispatch a team to
escort Emergency
service to location

Alert a member of the
Estates Team and
Security Coordinator

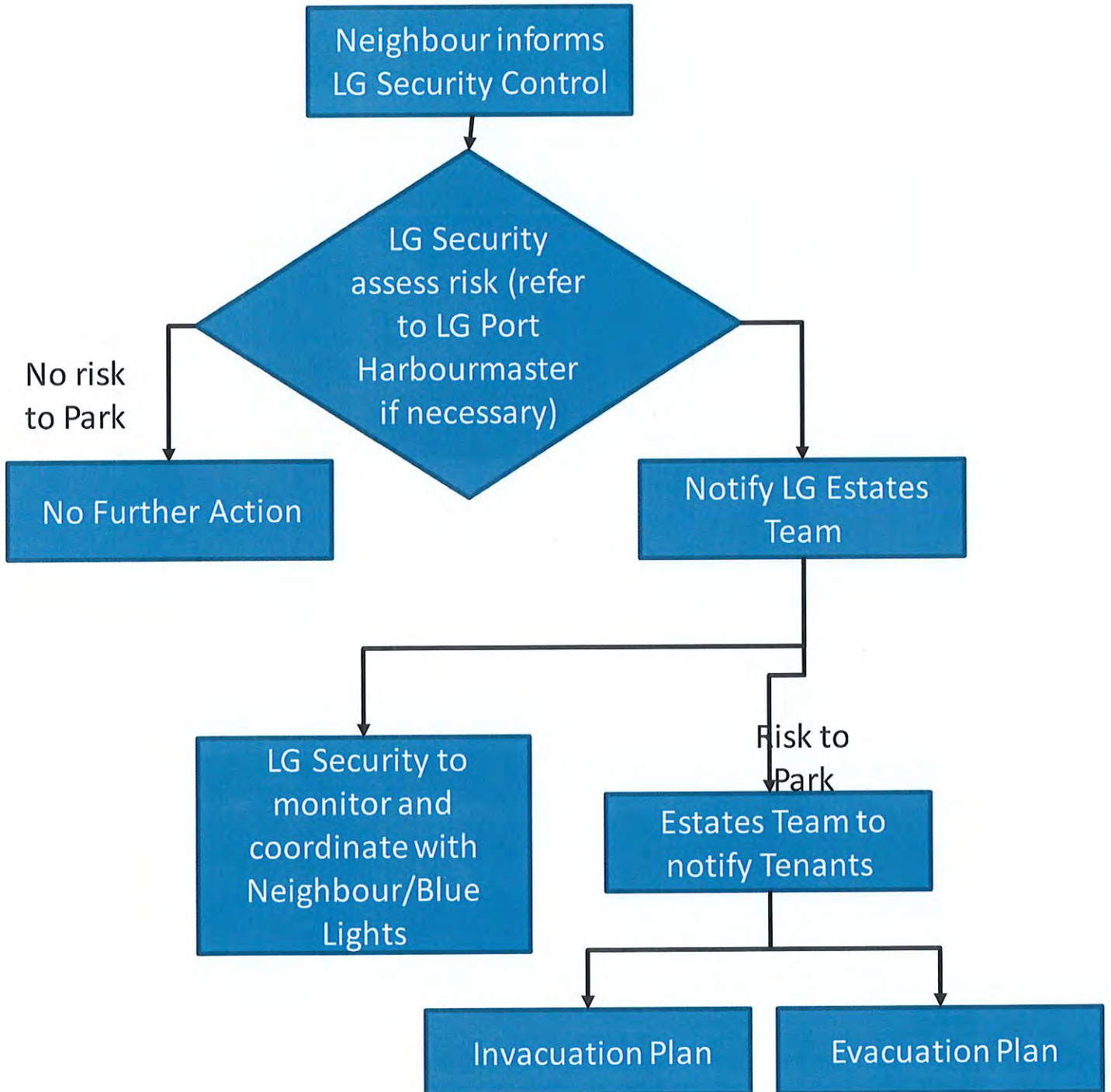


Pass over to Emergency
service, write up
incident report and
circulate to
[LGSecurityIncident@lon
dongateway.com](mailto:LGSecurityIncident@londongateway.com)

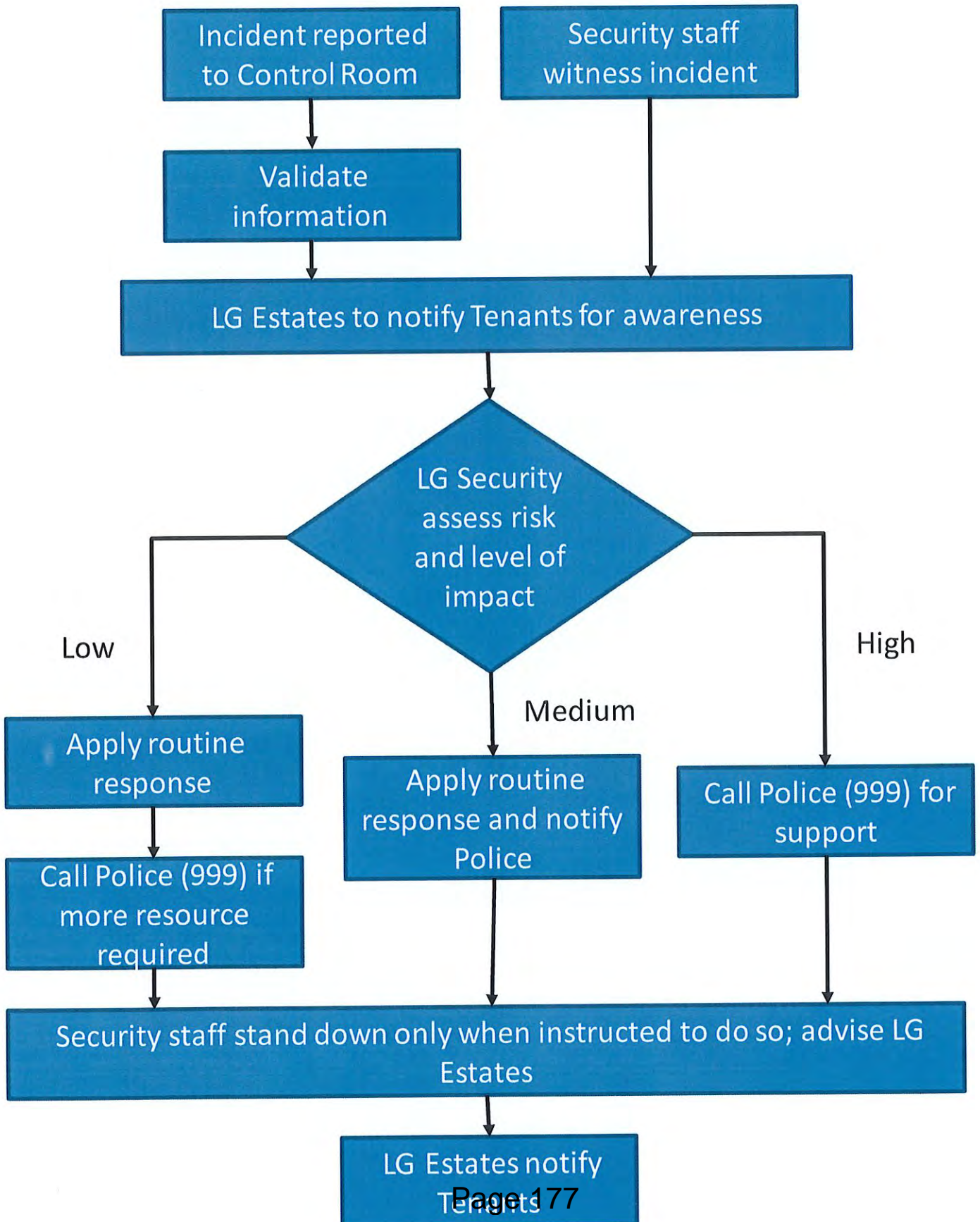


No external communications to be issued other than by LG Communications Manager

Incident on Neighbouring Site



Criminal Activity or Civil Disturbance



Annex F – Severe Weather

Warning Trigger	Trigger Stage	Procedures
Environment Agency Flood Alert or Met Office Yellow Warning	Green Alert	Review Flood procedures
Environment Agency Flood Alert or Met Office Yellow Warning	Amber Alert	State of readiness. Move vehicles, important items, hazardous materials to higher ground. Secure large loose items which may float and cause damage.
Environment Agency Flood Alert or Met Office Yellow Warning	Red Alert	Call 999 if in immediate danger and follow emergency services advice, evacuate if told to do so. Avoid driving or walking through flood water. IMT to decide if Park to be closed.

1. Impact of Severe Weather

The potential impacts of severe weather on LGLP include:

- loss of access to (parts of) LGLP;
- physical damage to parts of LGLP (or No 1 London Gateway);
- injury to LGLP staff, tenants or contractors from flying debris;
- Knock-on effects from closure of LG port;
- shortage of LGLP staff (or key contractors, e.g. Mitie);
- loss of utilities to LGLP (or No1 London Gateway); and
- disruption to one or more Tenants.

2. Information

2.1. Weather

LGLP receives weather warnings from the *National Severe Weather Warning Service* via email to the Estates Team. These warnings cover:

- rain;
- thunderstorms;
- wind;
- snow;

- lightning;
- ice; and
- fog.

Weather warnings are issued with an impact grading of "Very Low", "Low", "Medium" or "High"; details of the impact levels can be found at <https://www.metoffice.gov.uk/guide/weather/severe-weather-advice>.

LGLP also receives weather alerts from WeatherQuest via LG Port to the Estates Team.

2.2. Flooding

LGLP receives flood warnings from the Environment Agency via email to the Estates Team. Warnings are issued at three levels as follows:

- Severe Flood Warning: severe flooding - danger to life;
- Flood Warning: flooding is expected - immediate action required; and
- Flood Alert: flooding is possible - be prepared.

Information on current flood warnings is available from <https://flood-warning-information.service.gov.uk/warnings>.

Severe Flood Warning:

- When severe flood warning issued, IMT to ensure Park including construction work, are closed and no access to the Park.
- Operate any emergency electrical shut off switches that terminate electricity supply.
- All non-critical personnel should evacuate the Park or numbers reduced as much as possible.
- IMT will decide if Park to be closed.
- If Park closed, should not reopen until flood warning has been lifted or agreed with the emergency team.
- In no circumstances should a park user enter flood water in a vehicle or on foot.
- Evacuees should not enter floodwater unless Emergency Services are present as part of an assisted/supervised evacuation.
- Ensure all staff have evacuated the site and arrived at a safe place of refuge.

Safe Egress routes have been identified as the Port Access Road or Gate 1 or 2 to the Manorway.

2.3. Transport Disruption

The following websites should be monitored for details of transport disruption:

- The AA - www.theaa.com/traffic-news/;
- Essex County Council - www.essexhighways.org/interactive-maps-and-live-travel-information.aspx; and
- Heart Radio - www.heart.co.uk/essex/news/traffic-travel/.

2.4. School Closures

Information on local school closures is available at the following website: www.essex.gov.uk/Education-Schools/Schools/Dates/Pages/Emergency-School-Closures.aspx.

3. Incident Response

3.1 Pre-Incident

If LGLP receives advance warning of a weather incident (see para 2 above), the Estates Team will inform all tenants and contractors of the expected nature of the disruption. In particular, the Estates team will discuss with contractors if any work should be halted for a period. Tenants and contractors will also be advised to make appropriate preparations such as:

- Implementing local flood defences; and/or
- Securing bins, pallets and other loose items.

The LGLP IMT will make a judgement whether LGLP staff should come on site or work from home.

3.2 During Incident

The LGLP IMT will continue to monitor the situation and will advise tenants/contractors of any deterioration. Actions may include:

- Reducing the number of LGLP staff on site;
- Advising contractors to halt outdoors work;

Ref C details the specific steps to be taken in the event of flooding. Annex E details responses to the following specific issues:

- Electrical failure;
- Building damage;
- Traffic accident; and
- Casualty.

3.3 Post-Incident

Once it is safe to do so, the LGLP Estates Team, assisted by the Security Team, will check for:

- Damage to buildings (including sub-stations and bus shelters);
- Positioning of lifebuoys;
- Contents of spill bins; and
- Litter/debris.

4. Absence Policy

If severe weather conditions make it difficult or dangerous to attend work, staff should phone their line manager by 0730 to make alternative arrangements. In many cases, it may be possible for people to do some work at home but, in some cases, managers may ask staff members to take annual leave or to make the time up when the severe weather has passed.

REPORT

DP World London Gateway Park Estate

Flood Warning and Emergency Plan Park Estate: Non-
Technical Summary

Client: London Gateway Port Ltd.

Reference: AEA667-RHD-ZZ-XX-RP-Z-2021

Status: S1/P03

Date: 21 July 2022

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Document title: DP World London Gateway Park Estate

Reference: AEA667-RHD-ZZ-XX-RP-Z-2021
Status: P03/S1
Date: 21 July 2022
Project name: DP World
Project number: AEA6671
Author(s): Oliver Harvey

Drafted by: Oliver Harvey

Checked by: Debra Griffin

Date: 18/07/2022

Approved by: Steven Brown Christine D'Arcy

Date: 21/07/2022 21/10/2022

Classification

Open

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1 BACKGROUND

1.1 Purpose of this report

This Flood Warning and Emergency Plan (FWEP) Non-Technical Summary has been prepared on behalf of London Gateway Port Ltd. (herein referred to as the Client) to cover the park area of the DP World London Gateway Park site. The site is located on the north bank of the River Thames, Stanford-le-Hope, Essex, SS17 9DY (herein referred to as the Site; **Figure 1**) to inform potential future development and planning.

Figure 1: Global Mapper Aerial Mapping and Redline Boundary



This document is a more concise non-technical summary (NTS) to provide a summary of the key information to be shared with first time site users to inform their own FWEP and risk assessments for their projects at the Site. If any additional information is required, then it can be found in the FWEP main document (ref:AE6671-RHD-ZZ-XX-RP-Z-2011-FWEP) or in the previous Flood Risk Assessment (FRA) which was produced by Royal HaskoningDHV in 2021 (ref: PC2153-RHD-00-ZZ-RP-0002).

When the FWEP is updated, it should be recorded within a document control table setting out the changes that were made, when, and why these changes were needed, it should also clearly set out who has implemented and who has authorised the changes.



2 SAFE ACCESS / EGRESS ROUTE

2.1 Evacuation Route

This FWEP assess two potential evacuation routes away from the site (**Figure 2 & 3**).

Evacuation route A would be the primary route of evacuation (most direct) by travelling west along Ocean Blvd then northwest along London Gateway Drive towards the existing roundabout to the northwest.

Evacuation Route B could be an alternative route by heading north along Atlantic Avenue or Pacific Avenue then west along The Manorway (A1014).

There are multiple different options to exist the site, for example, the layout of the internal roads means site users could either head north or south and use Evacuation Route A or B with relative ease.

If evacuation is required, then first time site users should be pragmatic about which route is taken depending on if flooding has already occurred.

Figure 2: Potential Evacuation Routes Assessed in this Document. Evacuation Route A is identified in Blue. Evacuation Route B is highlighted in Black.

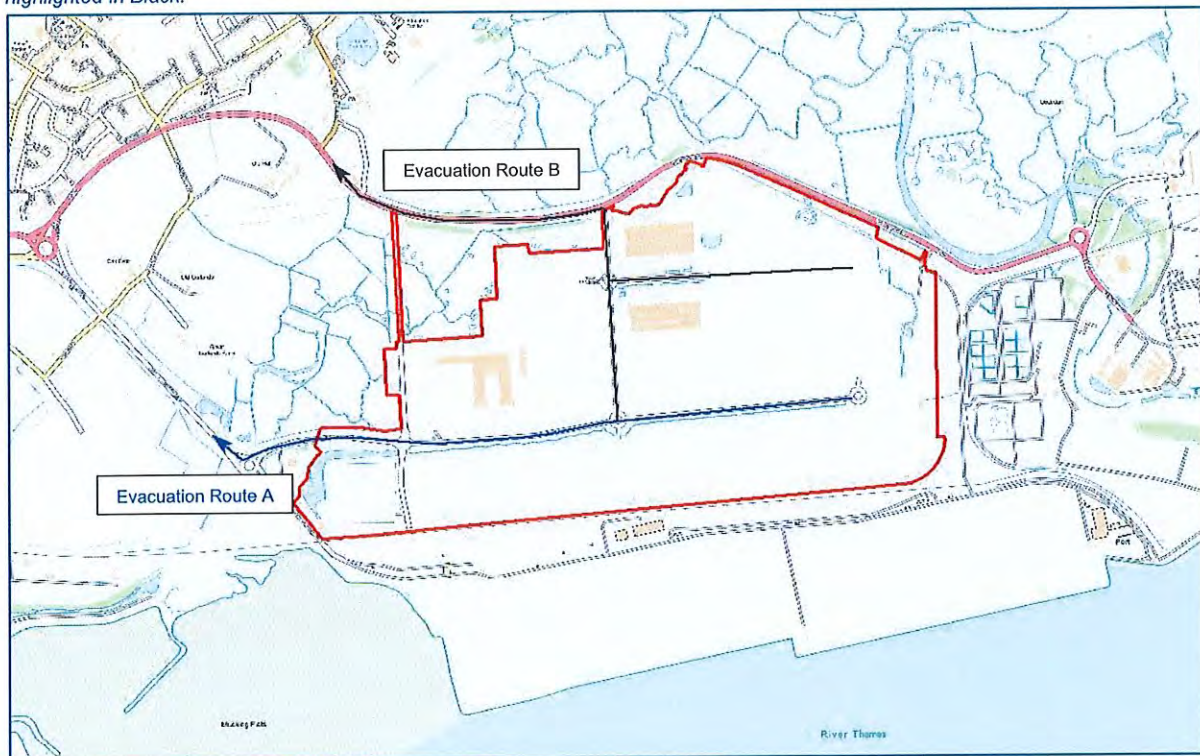


Figure 3: Potential Evacuation Routes Assessed in this Document. Evacuation Route A is identified in Blue. Evacuation Route B is highlighted in Yellow (coloured yellow for visibility on the background image).



Flooding on the Western side of the Site - If a flood defence breach were to occur to the west of the site, it is likely that flooding of the primary access road would happen quickly. There are also some areas on the western side of the site that could flood relatively quickly, the time to inundation could be 1 to 4 hours. This may not give enough time to evacuate any personnel via this route. In this instance, it is highly recommended that the alternative evacuation route is utilised (Evacuation Route B). The time to inundation along Evacuation Route B is between 12-16 hours or 16-20 hours. This should give sufficient time to leave the site prior to flooding occurring.

Flooding on the Eastern side of the Site - If a breach event were to occur to the east of the site (Thames Haven, Coryton or Canvey Island) then flooding of the primary access road would not occur immediately. Analysis indicates that it may be 16-20 hours after the breach occurred that Evacuation Route A experiences flooding. Evacuation Route B on the other hand could experience inundation between 4-8 hours. As such, if a breach event were to occur at FOB002 or anywhere to the east of the site then evacuation from the either access route (Evacuation Route A or B) on the west or north of the site should be utilised.

Similarly, if a breach event were to occur at FOB003 or FOB004 then flooding of the primary access road may not occur until 20+ hours, giving sufficient time to immediately evacuate the site. Evacuation Route B also may not experience flooding for approximately 16-20 hours after a breach occurred. Therefore, if a breach occurred at FOB003/FOB004 or along the oil refinery area/Fobbing tidal reaches then evacuation from the main access road should be utilised.

It is appreciated that the location of a breach cannot be known until after it has occurred. Tidal flooding is a well understood mechanism of flooding where several hours warning would be given. This combined with the fact that a breach event would likely occur during a large storm event means a breach would be unlikely to occur without several hours of prior warning. For tidal floodplains, the EA aim to provide flood warnings at least 6-12 hours in advance.

As flood hazard is a combination of the depth and velocity of floodwater, evacuees should not enter floodwater unless Emergency Services are present as part of an assisted / supervised evacuation. Obstacles below the water can present a significant hazard that may not be immediately obvious – collapsed manhole covers, debris, vegetation etc. can trap a person or cause serious injury when submerged. Additionally, shallow fast moving water can knock a physically fit adult over. Flood water may also be contaminated with sewage and/or hydrocarbons.

Surface Water

Overall, the risk of flooding from pluvial sources to most of the Site could be considered very low, although it is acknowledged that there are areas of high risk near the roundabout on the access road and some areas adjacent to the Stanford Boundary Drain (7C).

In summary, no safe access/egress would be achievable from the Park site if flooding has already occurred. However, depending on the location and severity of the breach it may be possible to utilise either Evacuation Route A or B immediately and exit the area before the access route is inundated.

However, it should be emphasised that prior evacuation upon receipt of EA Flood Warnings should be prioritised. In the event a severe flood warning is in place, all non-critical personnel should evacuate the site or numbers should be reduced as much as possible. It will be the responsibility of the Site emergency team to determine whether the Site should be closed. If the decision to close the site has been taken, the site should not reopen until flood warning has been lifted or agreed with the emergency team.

2.2 Evacuation by Vehicle

DEFRA/EA guidance 'Flood Risk to People' FD2321/TR1 states that there are, essentially, three reasons why vehicles cannot be used in floodwaters:

- The presence of water stops the engine functioning;
- The vehicle floats; and
- The vehicle becomes difficult to control.

Cars will stop and/or float in relatively shallow water (as low as 0.5m in depth) while emergency vehicles may survive in slightly deeper waters (up to 1m in depth). However, with suitable modifications (high level air intakes/exhausts), a fire engine remains controllable in depths of 0.5m at up to 5 m/s water flows.

Given the relatively large flood depths and 'Danger for All' hazard rating, it is unlikely that a 'safe' route could be provided. **It should be noted that under no circumstances should site users enter flood water (in a vehicle or on foot).**

Evacuees should not enter floodwater unless Emergency Services are present as part of an assisted / supervised evacuation. Obstacles below the water can present a significant hazard that may not be immediately obvious – collapsed manhole covers, debris, vegetation etc. can trap a person or cause serious injury when submerged. Additionally, shallow fast moving water can knock a physically fit adult over. Flood water may also be contaminated with sewage and/or hydrocarbons.

The danger of driving through floodwaters is not widely publicised in the UK. The Highway Code does not give advice on driving in flood conditions, and there is no easily accessible information on the Environment Agency website. FD2320 and FD2321 guidance documents do not provide any information relating to hazard ratings for cars/vehicles.

Open



In general, motorists should be aware of the dangers of driving in floodwater and should avoid driving in flooded areas.

3 FLOOD WARNING AND EMERGENCY PLAN (FWEP)

This FWEP NTS has been developed to ensure that safe access / egress from the Site is possible in the event of a flood when evacuation is required, specifically during a tidal/breach flood event.

3.1 Ongoing actions

Prior to the commencement of any construction, it shall be the responsibility of the first time site users to ensure that all actions outlined in the FWEP are implemented. Currently the Site shall be the responsibility of the site owner / manager to ensure that all actions outlined in the FWEP are implemented.

These actions are summarised as follows:

- Undertake a review of the FWEP and make updates to take into account new or additional information.
- Register with the Environment Agency Floodline Warning Direct Scheme. Floodline Warning Direct can be signed up to by calling 0345 988 1188 or visit <https://www.gov.uk/sign-up-for-flood-warnings>.
- Ensure all management personnel are aware of the FWEP and are trained sufficiently to implement the procedures set out in the FWEP.
- Set up a single site wide system for all management staff to gather information regarding flood warnings, site closures etc. so they can disseminate information to their teams.
- Site manager to develop an emergency access and egress plan for the any new works in the floodplain. This plan should also consider how the contractor would recover any stranded plant and equipment, as well as personnel, in the event of flooding.
- During site inductions, all first time site users will need to be made aware of the emergency access and egress arrangements and to determine whether any extra PPE, life jackets and emergency buoyancy aids are needed.
- Site management to identify appropriate designated evacuation points for each phase of the construction works. The designated points should be located within Flood Zone 1. This should be reviewed regularly to ensure there are no changes in floodplain flood extents.

3.2 List of roles

3.2.1 Key personnel

Table 1 summarises the key personnel that have significant roles during a flooding event. It should be reviewed and updated periodically, where necessary, throughout the operational lifetime of the development. Each company/unit in the Park estate should have their own designated risk manager, whose responsibility it will be to monitor and disseminate warnings to members of staff.

Table 1: Key personnel / agencies and their role

Title	Role
Site Manager (during operation) / Site Emergency Team / Risk Manager	Once flood warnings / alerts have been received, it is their responsibility to disseminate flood alerts to all relevant members of staff. When severe flood warnings have been issued, it is their responsibility to ensure that the Site (and any visitors/contractors/construction work) are closed due to potential flooding and plant / materials moved, where appropriate. It is also their responsibility to operate any emergency electrical shut off switches that terminate electricity supply.

	<p>During operation, they should direct the evacuation of the site and help others to move to the designated evacuation points away from the site, located in Flood Zone 1.</p> <p>If staff are unable to leave the Site then they should contact the emergency services for assistance immediately.</p> <p>They should take a register to ensure all staff / resident are accounted for and provide an update to any on-site (or remote) emergency services confirming that the site has either been fully evacuated.</p> <p>It is managements responsibility to ensure all staff have evacuated the site, and have arrived at a safe place of refuge.</p> <p>They are also responsible for all staff are regularly trained in the flood emergency approach for the site.</p>
Site Operatives	All site operatives should be aware of the Flood Emergency Plan, and be familiar with the steps to be taken during the flood warning stage preceding the flood event.
Environment Agency Flood Information Service	<p>The Environment Agency operate a 5 day county-wide forecast in relation to flood risk. It is recommended that this service is regularly checked to ensure staff are aware of any possible risks: https://flood-warning-information.service.gov.uk/5-day-flood-risk</p> <p>The Environment Agency also operate a Flood Information service which identifies whether any flood warnings or alerts have been issued for a specific postcode or place in England or Wales: https://flood-warning-information.service.gov.uk/. These can also be signed up to by contacting 0845 988 1188.</p> <p>The following flood alerts and flood warnings are available from the Environment Agency and are relevant to the Site:</p> <ul style="list-style-type: none"> • The Thames estuary from Shellhaven to and including Tilbury (quick dial code: 313684)
Met Office	<p>The Met Office issues weather warnings up to 5 days in advance, through the National Severe Weather Warning Service, when severe weather has the potential to bring impacts to the UK. It is also possible to stay up to date with weather warnings through the Met Office app (available on both android and apple), social media (twitter, Facebook) or email alerts. More information can be found at https://www.metoffice.gov.uk/weather/guides/warnings.</p> <p>Email notifications can be subscribed to via the following link: https://service.govdelivery.com/accounts/UKMETOFFICE/subscriber/new</p>

3.2.2 Emergency services

It is important to leave the property upon receipt of a severe flood warning. This is to ensure that additional strain is not put on the emergency services. Blue light responders (**i.e. the emergency services**) will automatically become the 'first responder' during a flood event. Any instruction from the emergency services will supersede the information provided in this document. The instructions from the emergency services should be followed.

Table 2 provides contact numbers for relevant Emergency Services. In an emergency where there is a real and immediate threat to life or property always dial 999.

Table 2: Key contact numbers for emergency services

Organisation	Contact Number
Essex County Fire & Rescue Service	HQ: 01376 576000 HQ: 0300 3035555 Emergencies: 999
Essex Police	Non-emergency: 101 Emergencies: 999
Environment Agency	Incident Hotline: 0800 80 70 60 Floodline (24 hour service): 0345 988 1188 (quick dial code: 313684) Main switchboard: 03708 506 506

3.3 Emergency plan

3.3.1 Evacuation triggers

The Environment Agency flood warnings and Met Office weather warnings should be used to set evacuation triggers.

Three trigger stages have been identified, namely, green alert (to implement a review of the FWEP procedures), place first time site users on amber alert (state of readiness) or issue a red alert (site evacuation):

- 1) Flood Alert - to implement a review of the FWEP procedures -
- 2) Flood Warning – first time site users on green alert (state of readiness)
- 3) Severe Flood Warning - issue a red alert (site evacuation).


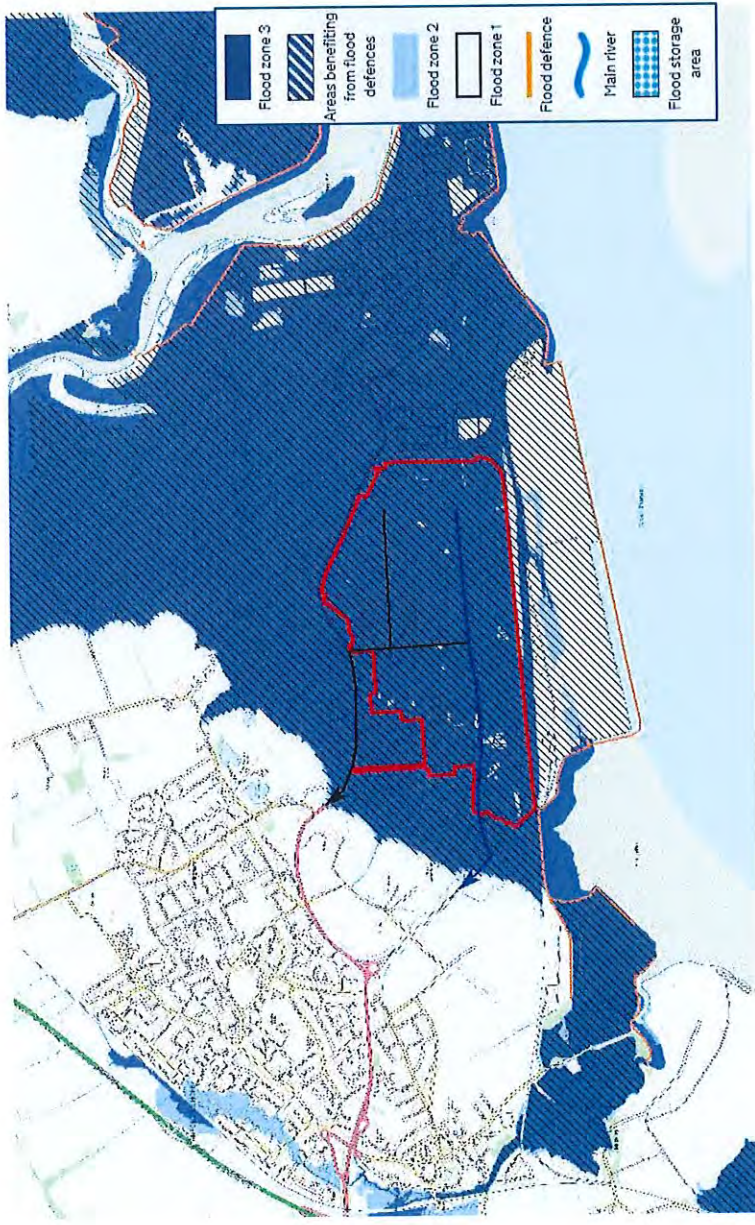






All management staff should sign up to receive flood warnings from the Environment Agency. Management staff are responsible for monitoring the situation and ensuring relevant information is disseminated to all staff members on Site as well as ensuring first time site users follow the procedures if the situation worsens. Management staff are also responsible for ensuring that all first time site users have evacuated from the site.

Table 3: Flood evacuation procedures

Warning trigger	Trigger stage	Procedures
Environment Agency Flood Alert or Met Office Yellow Rain Warning <i>A flood alert means you need to prepare, flooding is possible</i>	Green Alert - Review FWEP	Review FWEP and emergency access and egress plans. <ul style="list-style-type: none"> • Check your flood risk - https://flood-warning-information.service.gov.uk/long-term-flood-risk • Keep up to date with the latest situation - call Floodline on 0345 988 1188 or follow @EnvAgency and #floodaware on Twitter for the latest flood updates • Ensure all management staff are aware of the situation and know their roles/responsibilities should the situation escalate
Environment Agency Flood Warning or Met Office Amber Rain Warning	Amber Alert	Green Alert represents a state of readiness ahead of a potential flood situation. <ul style="list-style-type: none"> • Move vehicles to higher ground if it's safe to do so

Warning trigger	Trigger stage	Procedures
<p><i>A flood warning means you need to act, flooding is expected</i></p>		<ul style="list-style-type: none"> • Move any important items/hazardous materials to a higher level • Secure any materials or large loose items that may float and cause damage during a flood and relocate vulnerable plant/ machinery/ stores • Check staff registers are complete and available to ensure all staff are accounted for post-evacuation. • Site manager to make the final decision to close the site and management staff to disseminate key information to all members of staff
<p>Environment Agency Severe Flood Warning or Met Office Red Weather Warning</p> <p><i>A severe flood warning means there is danger to life, you must act now</i></p>	<p>Red Alert</p>	<p>Red Alert means that you must act.</p> <ul style="list-style-type: none"> • Call 999 if you're in immediate danger • Follow advice from the emergency services and evacuate if you're told to do so • Avoid driving or walking through flood water: just 30cm (1 foot) of fast flowing water could move your car and even shallow moving water can knock you off your feet. It may also contain heavy debris, sharp objects, open manhole covers, sewage and chemicals • Emergency team to determine whether the Site should be closed. If the decision to close the site has been taken, the site should not reopen until flood warning has been lifted or agreed with the park emergency team. • Any non-essential personnel still on site should leave immediately. • Contact the Emergency Services and Environment Agency to confirm that the Construction Compounds are being closed due to possible risk of flooding. • Use allocated evacuation route to facilitate / direct the safe evacuation of all personnel. A register should be taken to ensure all staff are safe. • Site manager should operate the emergency electrical shut off switches terminating the electricity supply and all power supplies.

DP World London Gateway Park site Stanford-le-Hope, Essex, SS17 9DY

	<p>On receipt of a FLOOD ALERT management staff should Update themselves with the Flood Emergency Plan and ensure all procedures are understood</p>	
	<p>On receipt of a FLOOD WARNING the staff should be prepared to evacuate by vehicle.</p>	
	<p>On receipt of a SEVERE FLOOD WARNING, the staff should evacuate the site unless directly instructed by the Emergency Services. The site should remain closed until the flood warning has been lifted</p>	
	<p>Environment Agency Floodline Quick Dial Code: 0345 988 1188 (at prompt select 1) then, 313684 (The Thames estuary from Shellhaven to and including Tilbury)</p>	
	<p>Thurrock Council Emergencies: 01375 372 468 (out of hours) Help with evacuation Police 101, or if an emergency 999. Keep calls short!</p>	
	<p>Radio Stations with Flood Warnings BBC Radio Essex - FM: 95.3 MHz; FM: 103.5; DAB: 12D</p>	
<p>Evacuation Route 1.0 mile, 3 minute drive, 10 minute walk</p> <p>DESTINATION POSTCODE: SS17 7DZ</p>	<p>Leave site via the main access road to the north west of the site (London Gateway Drive). An alternative route (via Arctic Avenue) should only be utilised if flooding has already occurred along the main access route. Under no circumstances should site users enter flood water unless being assisted by emergency services. The Site should not be reoccupied until the flood warnings have been lifted, or it has been deemed safe to do so, by the emergency services.</p>	
<p>THIS ADVICE SHOULD BE FOLLOWED UNLESS DIRECTED TO TAKE DIFFERENT ACTIONS BY EMERGENCY RESPONDERS (BLUE LIGHT RESPONDERS). OBEY ALL DIRECTIONS FROM EMERGENCY (BLUE LIGHT) RESPONDERS.</p>		

Firstly, stay calm. This guidance has been produced to help you make the right choices in the event of the flood. It has been produced using the best available predictions of flooding, with the intention of keeping you and everyone within the development at DP WORLD LONDON GATEWAY safe and away from harm.

If floodwaters are noticed around the site, the safest course of action would be to evacuate everyone on currently on Site.

Unless directed to do so by emergency personnel (blue light responders) no attempt to exit the Site should be made if flooding is evident on any of the access routes. The safest course of action is to remain on site (which is located in Flood Zone 1) and await assistance.

If such a flood occurs management staff will contact the emergency services to alert them to the presence of people requiring evacuation.

If temporary refuge within the building is required, this should be at first floor level and above.

Contact with floodwater should be avoided, as it can contain untreated sewage, or other contaminants. Flood waters can obscure hazards below the surface, sharp objects, open manholes, and therefore should be treated as a hazard.

Once temporary refuge has been achieved, a register of people present should be taken, and someone should be appointed as the Primary Flood Co-ordinator. This person should co-ordinate with

the local emergency services, as appropriate. All mobile phone calls should be kept short in order to enable capacity on the network.

Local news outlets and radio stations should be monitored to receive up-to-date information of the flooding.

Use of individual mobile phones should be discouraged, this is to free-up service on the network for emergency calls and use by emergency service personnel. This can also preserve battery life, to provide additional back-ups should the need arise.



On receipt of a **FLOOD ALERT** all management staff should familiarise themselves with the flood evacuation plan, and make sure that process are in place to alert all staff to the situation.

Monitor the situation via local media. Make themselves aware of forecast local weather conditions. Alert both current visitors, and those scheduled to arrive, of the situation. Prepare to evacuate if necessary.

Check your flood risk - <https://flood-warning-information.service.gov.uk/long-term-flood-risk>



On receipt of a **FLOOD WARNING** management staff should alert all staff of the current situation. Measures should be taken to ensure that any important/hazardous materials are moved to a higher level and large loose items (that could float in a flood) are secured. The site manager should prepare to close the site if necessary. Alert scheduled visitors/contractors etc. that they should not enter the site. Be Prepared to follow instruction from the Emergency Services.



On receipt of a **SEVERE FLOOD WARNING** all non-critical personnel should evacuate the site or numbers should be reduced as much as possible. It will be the responsibility of the Site emergency team to determine whether the Site should be closed. If the decision to close the site has been taken, the site should not reopen until flood warning has been lifted or otherwise agreed with the emergency team.

The emergency services become the first responders during a flood event. The instructions they give should be followed at all times, even if it contradicts the details of this FWEF report.

The management staff should be signed up to the Environment Agency's flood warning service:
<https://www.gov.uk/sign-up-for-flood-warnings>

Open



Annex G – Tenants' Contact List

Plot	Tenant	Point of Contact	Job Title	Email	Contact Numbers
Plot 1020	UPS	Dominik Martyniak	Accounts Email	appuninquiry@ups.com	
		Jon Parson	BaSE Automation Manager	dmartyniak@ups.com	44 7594206682
		Matthew Ritchie	Facilities Manager	jparsons@ups.com	7976981279
Plot 3010	Dixons Carphone	Wayne Milne	Commercial Director	matthew.ritchie@dixonscarphone.com	7716505094
Plot 1050	S H Pratts	David Bateman	Managing Director	waynemilne@halo3pl.com	7785346016
Plot 1060	London City Bond	Vaughan Bendall		davidbateman@shprattgroup.com	
		Alf Allington		vbendall@lcb.co.uk	07770384523
Plot 1070	Ceva Logistics	Rob Waterman	MD- CMA CGM UK	aallington@lcb.co.uk	
		Mick Blow	Managing Director	LPL.RWATERMAN@cma-cgm.com	
		Steve Bugg	Site Depot Manager	mick.blow@cevalogistics.com	07778 465482
				steve.bugg@cevalogistics.com	02070765103 / 07990592084
Plot 1080	P&O FM	Graham Brooks	Site Manager	Graham.brooks@pofm.com	07766781211
Plot 4020a	Ziegler	Tracy Hampton	PA to Directors/Facilities Management	tracy.hampton@zieglergroup.com	01375 802903
		Lee Marshall	Managing Director	lee.marshall@zieglergroup.com	07802 299145
		Darrell Noble	General Manager Logistics	Darrell.noble@zieglergroup.com	07810 243213 / 01375 802911
Plot 4020b	CF	Eddie Carey	Operations Director	Eddie Carey <ecarey@cfuklimited.com>	07850752042
		Yanko Popov	Head of Depot Operations	Yanko Popov <sypopov@cfuklimited.com>	07879 888255 / 01322 299753
				beadlem@coscoshipping.co.uk	07917 847780 / 01322 299745
Plot 4030	Cosco Shipping	Martin Beadle	Operations Manager		07885 080813
Plot 3040	DHL Supply Chain	Dean Woodroof	General Manager	dean.woodroof@dhl.com	7815019371
		Dariene Wooton	Facilities Manager	dariene.wooton@dhl.com	7816195736

LONDON GATEWAY LOGISTICS CENTRE

Tenant	Tenant	Point of Contact	Job Title	Email	Contact Numbers
Ground floor right	London Port Health Authority	Tara Czogalik	Port Health Business Manager	Tara.Czogalik@cityoflondon.gov.uk	Tel.: +44(0)207 332 1101
		Peter Markwell	Port Health Manager	Peter.markwell@cityoflondon.gov.uk	7714149948
		Matthew Purkiss	Port Health Manager	Matthew.Purkiss@cityoflondon.gov.uk	7713319864
1st floor left	Warwick Estates	Beverley Squire	Regional Manager	Beverley.Squire@warwickstates.net	7468455289
1st Floor	Boluda	Phil Dulson	Manager	p.dulson@kotugsmiit.eu	01375 641288
		David Slater	Commercial Manager	d.slater@boluda.eu	07794 680577
1st Floor left	Thermotraffic	Neil Stokes	Head of Operations	N.stokes@thermotraffic.com	07887715183
2nd floor left	Britannia Bureau Limited	Jamie Stuart		jamiestuart@britanniabureau.co.uk	01621 856444 07 / 07894206231
		Mark Taylor		mtaylor@britanniabureau.co.uk	07747 011105
2nd floor right	Good Shipping Ltd	Darren Spence	Director	dspence@johngood.co.uk	01375 888196
		Dave Churchyard	Key Account Manager	dchurchyard@goodlogisticsgroup.com	07803 273364

Truck Park						
Area	Tenant	Name	Job Title	Email	Contact Numbers	Mobile
Park 1	ATL Haulage Limited	Jamie Woodward	Director	jamie@atlashaulage.co.uk	01375 850 802	
		Amit Karia	Managing Director	Amit@atlashaulage.co.uk	01375 363 221	
Park 2a	Seven Lincs Limited	Tom Dunnett		trvd@sevengroup.co.uk		
		Chris Woods	Fleet & Compliance Manager	Chris.Woods@sevenlincs.co.uk	01394 673777 Ex 2011	07506 751738
		Angela Price	Insurance Advisor	Angela.Price@sevenasset.co.uk	01394 673777	07515 992773
		Martin Beadle	Operations Manager	beadlem@coscoshipping.co.uk	01268 643004	07885 080813
		Roman Plewa	General Manager/Director	plewar@coscoshipping.co.uk	01268 643000	07885 268777
Park 2 b	Cosco Shipping Logistics UK	Paul jeffery	Truck Park Manager	paul.jeffery@hireco.co.uk		07702 714191
		Gary White	Operations director	gary.white@hireco.co.uk		07870 647716
Park 4	Hireco (TL) Limited					

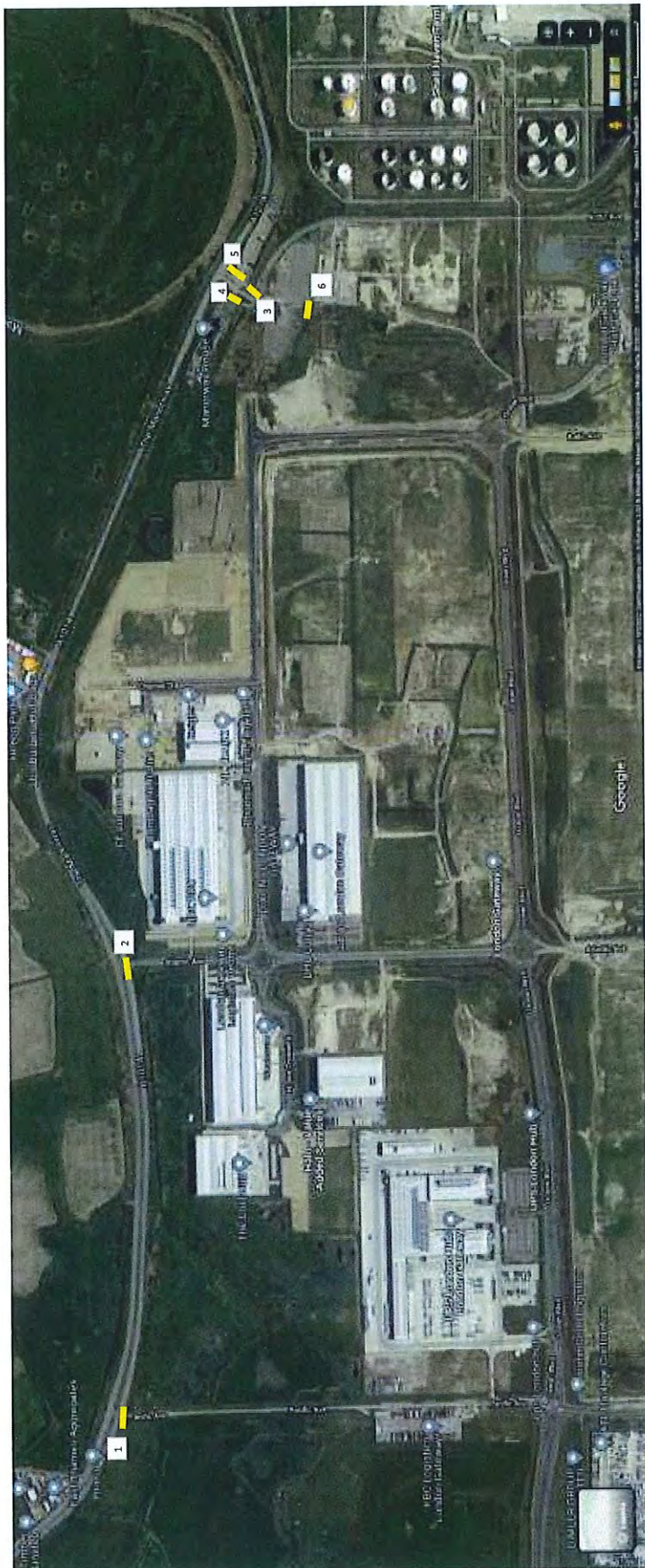
Annex H – Gate Combinations

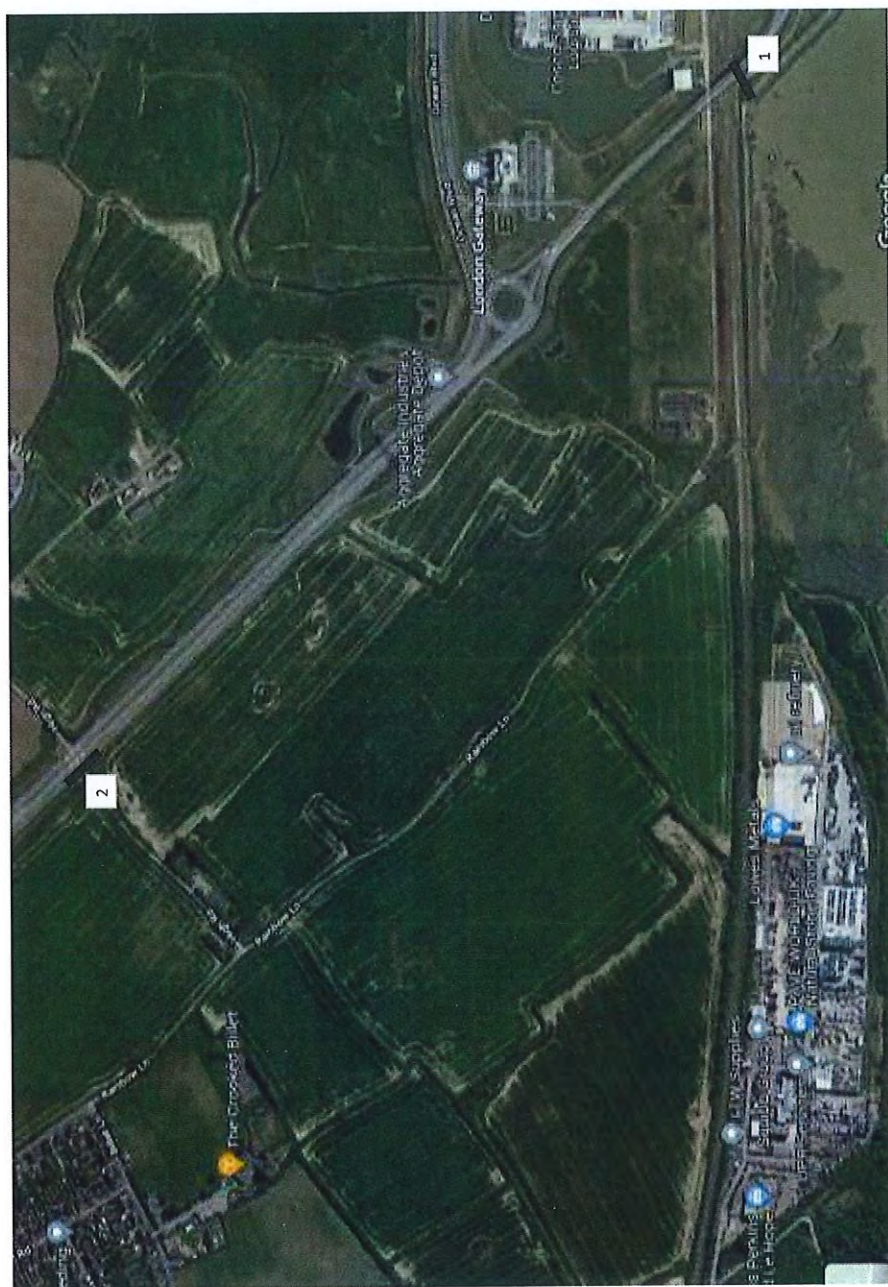
No	Zone	Gate Description	Code
1		Gate 1	4311
2		Gate 2	4312
3		Gate 3	4313
4		Manorway House	4314
5		Cosco (Kit Kat)	4315
6		DPW Training Area	4316
1		Gate 45	9895
2		Berth 6	9896
3		Berth 6 Middle	9897
4		Berth 3	9898
5		DPW Staff Car Park	9899
6		S Jetty	9900
7		Berth 6 Top	9910
8		Pedestrian Gate MG	9911
1		Graffiti Gate	3415
2		Rainbow Lane	3416











Annex I – Instructions for Closing Pump Station

Logistics Park - Closing Pumping Station Penstocks – Spillage Procedure

DP World London Gateway Logistics Park does not benefit from being near a suitable connection point to the public sewerage system. Surface water from the Park Roads and most the Plots drains into the drainage corridors and is then ultimately discharged via the Pumping station into the River Thames. If there is a spillage on the Park that is at risk of entering the drainage corridors, it is very important that the pumping station is closed off so that polluted water doesn't get pumped into the River Thames. The Environment Agency can impose large fines or penalties on companies or individuals for spills entering the River Thames.

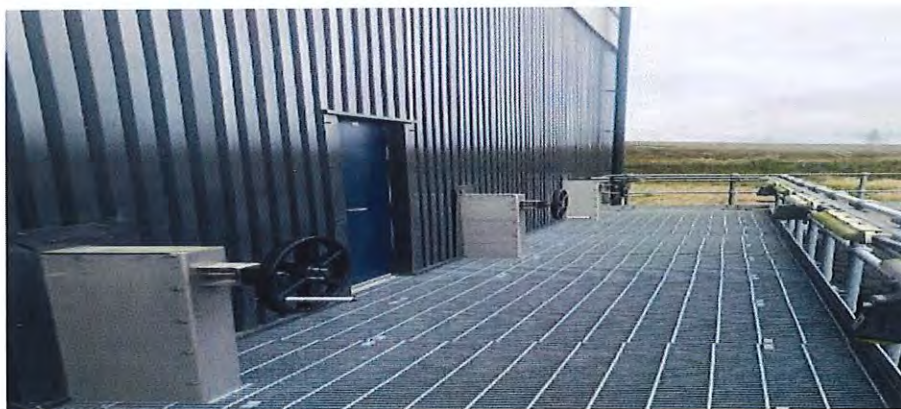
This procedure is produced to assist in the closing of the Penstock Gates to stop any such spills from entering the Pumping Station.

The diagram below shows where the Pumping Station in question is located and how to access.



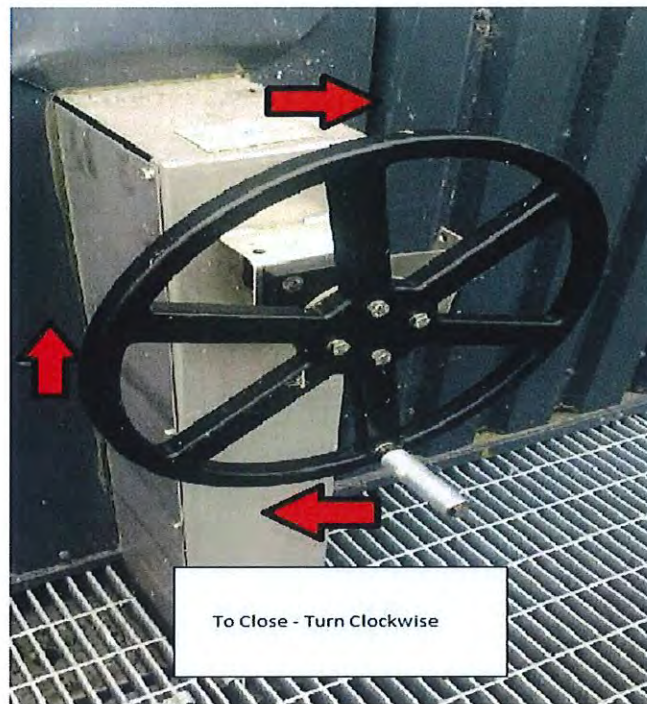
There are 3 Penstock Wheels located at the back of the Pumping Station. The back of the Pumping Station is facing NO.1 LGW.

Each wheel opens/closes each section of the Penstock Gate and all 3 sections need to be closed if a spillage enters the lagoon.



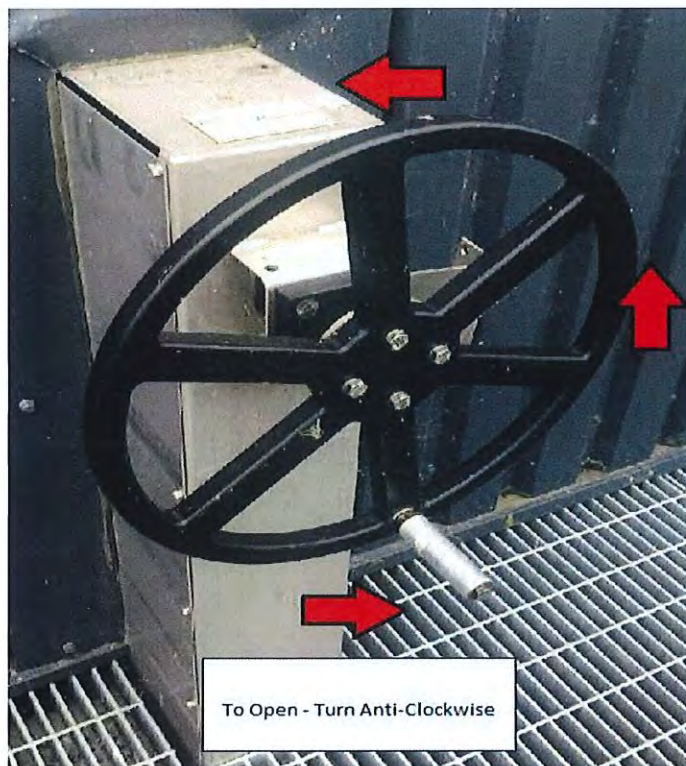
Closing the Penstock Gate

To close each section, each wheel must be turned fully **CLOCKWISE** by hand. All 3 sections must be closed.



Opening the Penstock Gate

When Instructed to each section can be opened, each wheel must be turned fully **ANTI-CLOCKWISE**. All 3 sections must be re-opened.



Title:	London Gateway Logistic Park - PCD Spillage Procedure			
Site:	London Gateway Logistic Park			
Doc Reference:	ENV-DOC-0023	Date:	16.02.23	Version: 4

Please note: This procedure must be read with ENV-DOC-0022 PCD Locations

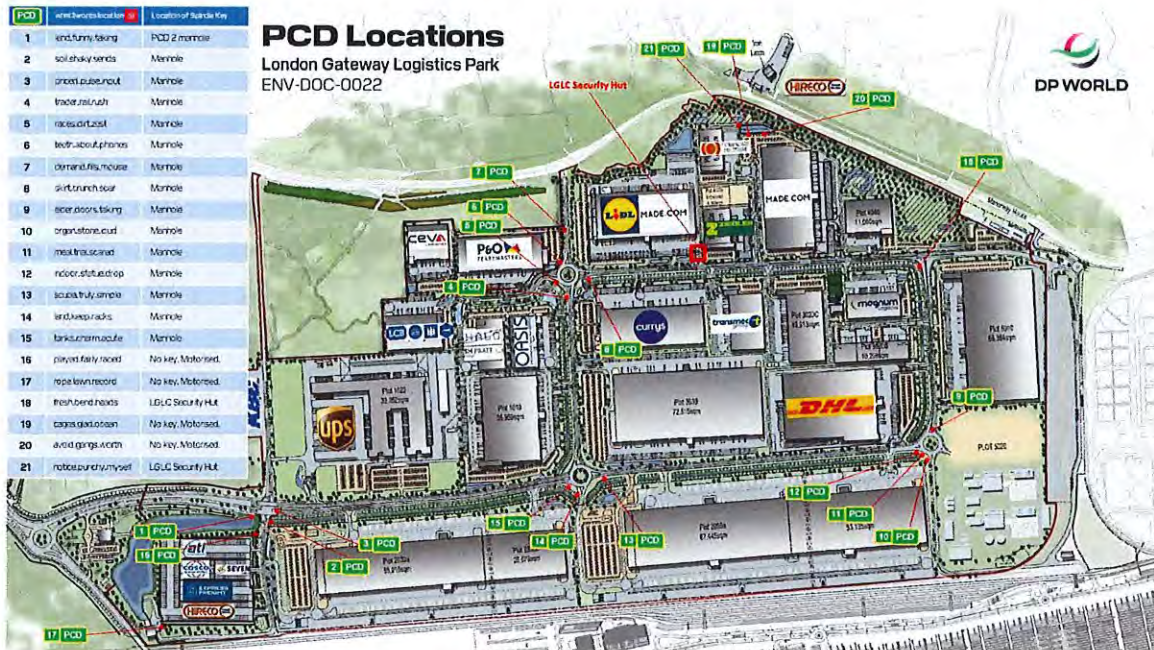


Figure 1 – Location of PCDs on the Logistics Park

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1. Background	1
2. PCD Locations.....	2
3. Using PCDs	2
4. Additional information PCD #1 & #2:.....	3
5. Additional Information PCD #16 & #17.....	4
6. Additional information PCD #18 & #21.....	4
7. Additional information PCD #19 & #20.....	6


1. Background

1.1. Surface water from the London Gateway Logistic Park road network drains into the drainage corridors and is then discharged into the River Thames. If there is a spillage on the Logistic Park, it is important that the drainage from the roads is closed off so that pollution does not enter the

drainage corridors. The Environment Agency can impose large fines or penalties on companies or individuals for spills which enter the natural environment.

- 1.2. The Pollution Control Devices (PCD's) are located at key risk areas along the Park internal road network. If there is a spillage on any of the roads, then adjacent PCD's should be closed to stop the spill entering the drainage corridor.

2. PCD Locations

- 2.1. The locations of all PCDs on the Logistic Park are shown in Document ENV-DOC-0022, which has been pasted into this document as Figure 1. There are 21 PCDs in total. 
- 2.2. At certain locations, you will find a PCD sign indicating the general area where the device is located. Not all locations have this PCD sign.
- 2.3. Most PCDs sit beneath a manhole cover with a corresponding yellow number painted on it. Certain PCDs, however, are open access and not located beneath a manhole cover.
- 2.4. Each PCD can be located by navigating to the corresponding what3words address as specified in Document ENV-DOC-0022 (Figure 1).

3. Using PCDs

- 3.1. To gain access to the device, lift off the manhole cover using a set of manhole keys and place to one side. Mounted on the inside of each manhole (with the exception of PCD 1, 16, 17, 18, 19, 20 & 21) is a key that is used to operate the device. The location of the key for each PCD is specified in Document ENV-DOC-0022 (Figure 1).



- 3.2. Remove the key from the bracket and connect it to the top of the PCD spindle. Turn the spindle counter-clockwise to close the device, and clockwise to open again. All PCDs are left open, only to be isolated and closed in the event of a spill.



4. Additional information PCD #1 & #2:

- 4.1. PCD #1 & #2 have a slightly different design than the others.
- 4.2. The devices still operate the same way except there is 1 key between them both. Due to #1 being open access (i.e. is not located in a manhole) the key for this has been installed inside the PCD #2 manhole for safe keeping. If PCD #1 needs to be closed, the key will need to be retrieved from #2 first.

PCD #1



PCD #2



5. Additional Information PCD #16 & #17

- 5.1. Please see separate procedure: *Security Spillage Procedure London Gateway HGV Lorry Park*.
- 5.2. Please also note that there is no key to operate these PCDs, rather the spindle is motorised. If the motor is not working, the spindle can be turned using the manual override. These PCDs are not located beneath manhole covers.

6. Additional information PCD #18 & #21

- 6.1. PCD #18 & #21 have a slightly different design than the others.
- 6.2. The devices still operate the same way except there is 1 key between them both. This key is kept at the LGLC Security Hut the location of which is shown in Document ENV-DOC-0022 (Figure 1).
- 6.3. Please also note that PCD #21 is located within the premises of Plot 4020B (Compagnie Fruitiere) and permission would need to be sought from this tenant to gain access to this PCD.
- 6.4. Please also note that, unlike other drainage PCD's which are all in drainage connected to the park internal drainage corridors, the drainage from PCD #21 connects to the farmers' fields to the north of Plot 4020B.
- 6.5. The manhole cover for PCD #21 does not have a corresponding yellow number painted on it and please also note that the spindle is located below a smaller manhole cover adjacent to the main manhole cover.

PCD #18



PCD #21



7. Additional information PCD #19 & #20

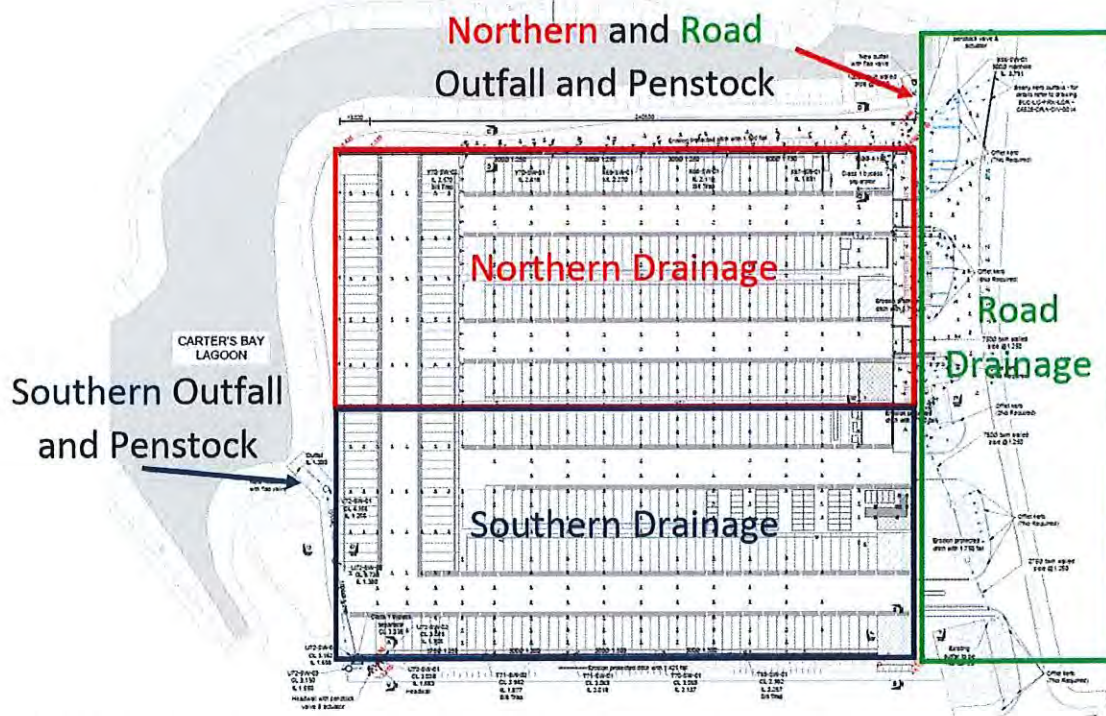
- 7.1. PCD #19 & #20 are located on the banks of a small dam in the premises of Plot 4030. Access can be gained by walking through the car park.
- 7.2. Please note that there is no key to operate these PCDs, rather the spindle is motorised. If the motor is not working, the spindle can be turned using the manual override. These PCDs are not located beneath manhole covers.

PCD #19 & #20



END

Security Spillage Procedure London Gateway HGV Lorry Park



The London Gateway HGV Lorry Park and Access Road surface water drains into the Carters Bay Lagoon and is then discharged into the River Thames. If there is a spillage on the Lorry Park that gets into the drainage, then it is important the drainage is closed off so that pollution doesn't get into the Lagoon or the River. The Environment Agency can impose large fines or penalties on companies or individuals for spills which enter the natural environment. Penstocks should also be closed if the adjacent interceptors are in alarm.

If a spillage occurs on the Lorry Park, then the tenant should inform you of the following details:

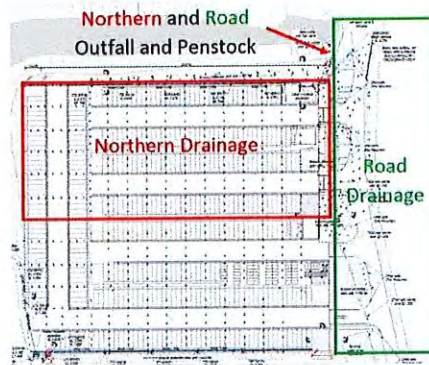
- 1) Location of spill (Access Road, Northern or Southern Drainage Area)
- 2) The nature of the spillage e.g. fuel, hydraulic oil, hazardous substance.
- 3) Amount spilt if known.
- 4) If spillage has entered the drainage or affected other tenanted areas on the Park.

The surface drainage on the Lorry Park is split between the Northern and the Southern Drainage. The Access Road drainage also feeds into the same penstock and outfall as the Northern Drainage.

Spillage Procedure

- 1) Isolate the area.
- 2) Close appropriate Penstocks (see Page 2-4)
- 3) If spillage has already been discharged into Carters Bay Lagoon or this is at risk then follow the Carters Bay Pumping Station emergency shut down.
- 4) Phone Reception on **01375 683300** during work hours and FM Helpdesk outside of work hours on **07860 704024** to inform them of the spillage and the details.
- 5) If spillage is on the Access Road clean up spillage if fuel or hydraulic oil. If a hazardous chemical or the fuel/oil spillage is too large to deal with onsite team, then phone Adler and Allen on **0800 592827** and request assistance for the clean-up.

Closing Northern Drainage and Access Road Penstock



Area is accessed from the North via Ocean Boulevard



Closing Southern Drainage Penstock



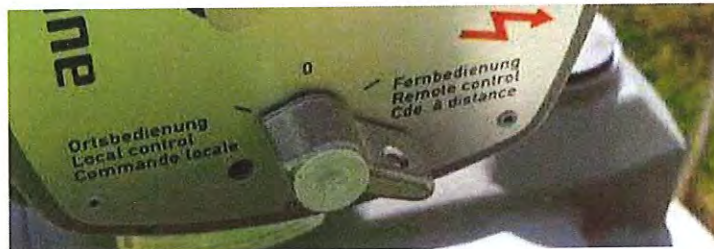
1) Area is accessed from the South via the side of the Carters Bay Pumping station.



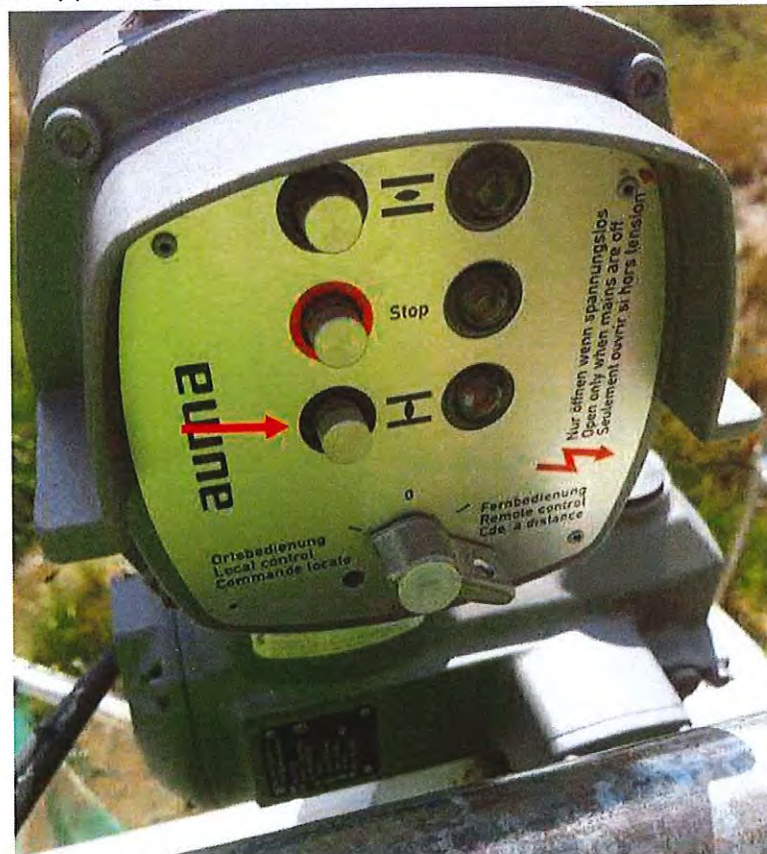
Using Penstocks



- 1) Ensure Penstock is set to 'Local control' as per below (note normally left locked in this position)



- 2) Close Penstock by pushing in the button on the bottom left.



- 3) If the electronic closure is not working, then the penstock should be closed manually by pushing in the blue button and turning the handle.



- 4) The Gate will be fully down when penstock is closed.

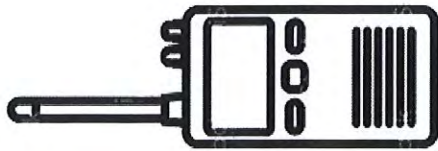


- 5) Don't open the penstock unless instructed to by LG Estates or Environment.

Annex J – Radio Groups

RADIO UPDATE'S

GO LIVE 22nd JUNE 2022 (06:00)



New Zones & Groups

General	Quayside	Landside	Engineering All	Inspections
SS	QC 01	IMV ALL	Engineering All	Insp Supv
SM	QC 02	IMV 1	Stores	Insp Team
Security	QC 03	OOG (Old LS)	ASC Team	IMV ALL
Training	QC 04	LS Marshals (Training 1)	QC Team	SS
Health and Safety	QC 05	Marshals 45 (Training 2)	ME Team	General
Facilities	QC 06	MTY Stacker	Fabrication Team	Engineering All
First Aid	QC 07	Rail Checkers	PM 1	Freeze Requests
Mooring (LM)	QC 08	Rail Contractor	PM 2	
Freeze Requests	QC 09	Reach Stacker	Freeze Requests	
Incident	QC 10	RMG 1	Facilities	
General	QC 11	RMG 2	SS	
	QC 12	RMG 3		
	QC ALL	Yard Shunting (IMV 5)		
	SC ALL (For Freeze Only)	Gate		
	SC General (old SC01)	Reefer		
	Yard Shuttles (old SC02)			
	Lashing Pool (Old Berth 1)			
	Lashing Pool 2 (Berth 2)			
	Lashing Training (Berth 3)			
	Mooring (LM)			

Those in brackets are for the old channel set up

Emergency Button Standard

- Activate Emergency (2 Second Press On Orange Button)
- Short Press Orange Button To Cancel
- Press The Ok Button Twice To Clear Emergency After Receiving



All Radios should be on version **R02.10.10.0001**

How to check
Press Ok
Scroll to Utilities (press ok)
Radio Info (press ok)
Version (press ok)

If you are unsure of anything, please contact Mark Tanner or visit him on the 2nd floor of the terminal building

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London Gateway Logistics Park Local Development Order 1.5

Appendix 3 Design Code



February 2024

London Gateway Logistics Park Draft Design Code

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Appendices

Appendix 1: Soft Landscaping Specification

Appendix 2: Landscape Management Plan

Appendix 3: Terms of Reference for London Gateway Services Ltd

Introduction

1. This London Gateway Logistics Park Design Code forms part of the London Gateway Logistics Park Local Development Order 1.5 (referred to as LDO1.5) and must be read in conjunction with it.
2. 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.
3. Development must accord with all aspects of Part 1 and Part 2 of the Design Code in order to benefit from the permitted development rights conferred by LDO1.5. For the avoidance of doubt, matters discussed in this Introduction are for contextual purposes only.
4. Where herein reference is made to adopted guidance, standards or codes, any such updates to that guidance, standard or code shall apply.

The Logistics Park

5. Figure 1 shows the development status of the Park as of November 2023 including the arrangement of routes and spaces that provide the structure for the Logistics Park. Strategically located primary infrastructure corridors allow ongoing plot-by-plot development of the site. The development layout of the remaining plots to be developed is flexible and responsive to existing and future commercial requirements. The release of plots and associated infrastructure requirements shall be in response to commercial need.
6. Development along the northern boundary is characterised by smaller plots of varying depth and buildings restricted in height to no more than 16m to provide a graduation in scale between surrounding areas and the core of the site where larger distribution and industrial buildings up to 42m are to be located. Plots along the southern edge of the Park have the potential to be directly linked to the national rail network.
7. Infrastructure corridors accommodate roadways, cycleways and footpaths, and provide service zones for utilities and treated foul and surface water drainage. The positioning of the primary infrastructure informs the precise location and maximum size of the building plots within the development.
8. The Park is accessed via the London Gateway Access Road to the west of the Site. This access road also serves the London Gateway Port. Gates 1, 2 and 3 shall provide emergency access to the Manorway for emergency vehicles and buses.
9. Amenity spaces shall be linked by an infrastructure network to create an environment that will, over the lifetime of the development, continue to provide an attractive location for prospective investors and occupiers.

Phasing and Design

10. The site is being developed on a plot-by-plot basis to suit operational requirements.
11. The rate of development of the logistics park is subject to market demand but shall continue to proceed in a controlled and co-ordinated manner in accordance with the Code of Construction Practice (CoCP) and associated legal agreements. Suitable plots to meet commercial requirements shall be released in a manner that does not compromise the delivery of the overall development and enables the necessary supporting infrastructure improvements to be bought forward in a timely manner. On plot landscaping, including that adjacent to infrastructure corridors and the Park perimeter boundaries, shall be implemented within the first full growing season after building completion or occupation when individual plots are developed. New landscaping shall be maintained and remedial action taken as necessary for 5 years after planting to ensure planned schemes are effectively implemented. Maintenance thereafter shall be continued as necessary to meet the aims of the Landscape Management Plan (see Appendix 2).
12. Building plots are to be based upon standard structural grids of approximately 8m x 32m to maximise material efficiency, co-ordinate with standard warehouse racking systems and ensure an appropriate development density can be achieved whilst maintaining parking, utilities, servicing, and hard and soft landscaping standards.
13. Dock levellers may be provided in each unit generally at a ratio of 1 per 929sq.m for single sided facilities and 1 per 464.5sq.m for cross-dock facilities. Level access loading doors may be provided at 1 per 4,645sq.m for single sided facilities and 1 per 2,322.5sq.m for cross dock facilities. Ratios within smaller scale units shall be increased to accommodate market demand.
14. Where appropriate opportunities for public artwork to help orientate and provide interest to users shall be incorporated at key locations across the park.

Part 1: Plot Design Standards

PART 1: Plot Design Standards

A Plot and Building Design Standards

A1 Plots

A1.1 An area of smaller scale development plots adjacent to the northern boundary shall generally provide sites for units with smaller footprint areas (see paragraph A2.3) and standard, lower clear internal heights. The remainder of the site shall be released for buildings up to 150,000sq.m.

A1.2 Plots in the Health and Safety Executive Inner Zones (IZ) for the petrol storage site and gas pipelines as shown on Figure 2 shall only be released where:

- the number of occupants in each building is less than 100 and the building has less than 3 occupied storeys.
- it will be used for parking (cars or HGVs) serving the Park development.

A1.3 Plots within the HSE middle or outer zone as shown on Figure 2 shall be limited to B8 use.

A1.4 No building classed as a 'vulnerable building' within the meaning of Schedule 5 to the Explosives Regulations 2014 (as amended or replaced from time to time) shall be constructed within the 'Envelope of Safeguarding Distances SD3' as shown in purple on Figure 2. In accordance with the regulations this applies to any building that is:

(a) of more than three storeys above ground or 12m in height constructed with continuous non-load bearing curtain walling with individual glazed or frangible panels larger than 1.5 m² and extending over more than 50% or 120 m² of the surface of any elevation;

(b) a building of more than three storeys above ground or 12 m in height with solid walls and individual glass panes or frangible panels larger than 1.5 m² and extending over at least 50% of any elevation;

(c) a building of more than 400 m² plan area with continuous or individual glazing panes larger than 1.5 m² extending over at least 50% or 120 m² of the plan area; or

(d) any other structure that, in consequence of an event such as an explosion, may be susceptible to disproportionate damage such as progressive collapse.

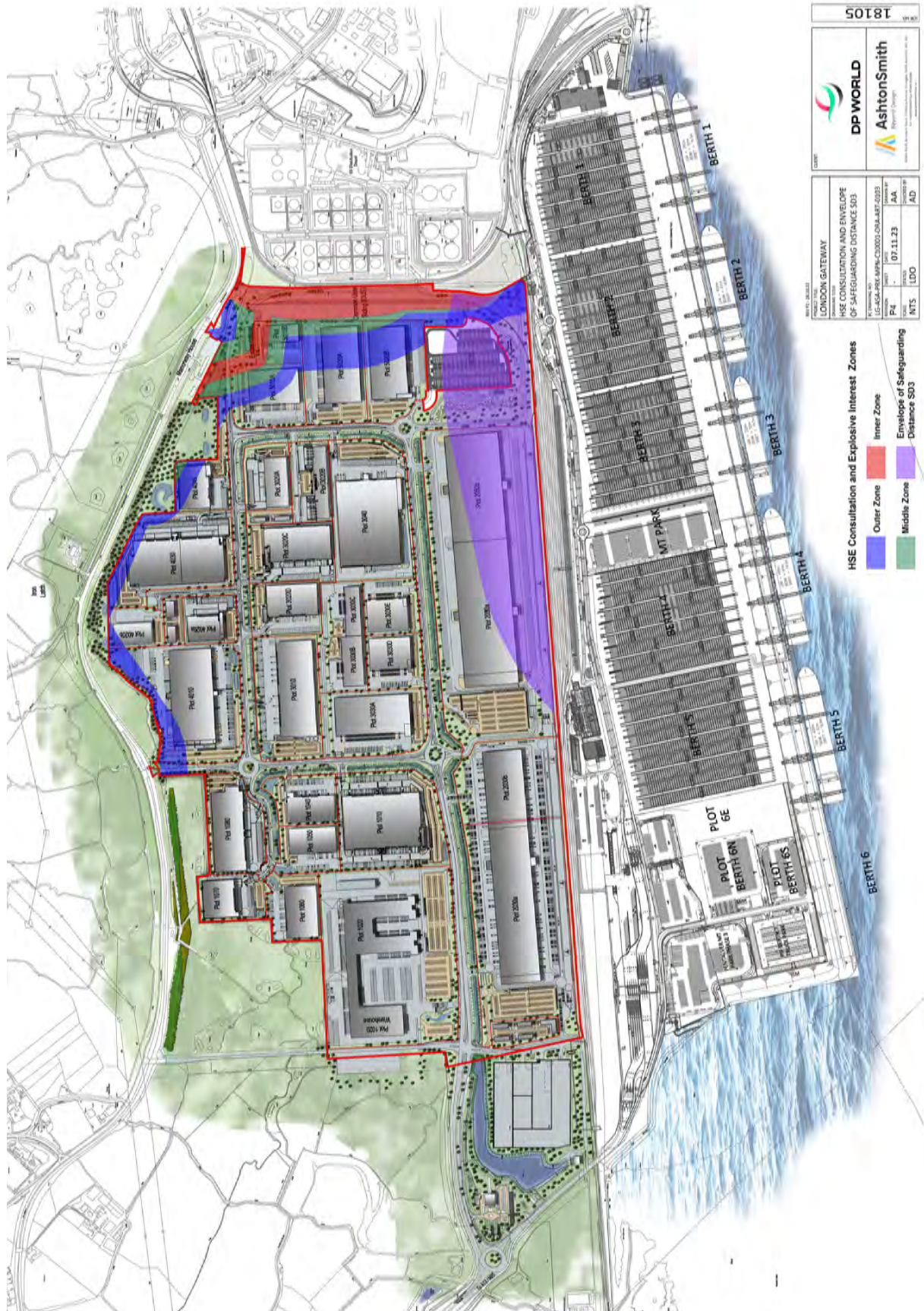
A2 Building Size

A2.1 The maximum gross internal floorspace of buildings shall not exceed 150,000sq.m.

A2.2 The minimum gross internal floorspace of buildings shall not be less than 1,000sq.m (unless for ancillary uses).

A2.3 The gross internal floorspace of buildings adjacent to the northern boundary shall generally be between 1,000sq.m and 50,000sq.m.

Figure 2: HSE Consultation Zone



A2.4 'Gross Internal Floorspace' is equivalent to 'Gross Internal Area' as calculated in accordance with the RICS Code of Measuring Practice (sixth edition).

A2.5 Mezzanine floors shall contribute towards overall gross internal floorspace unless they are solely to provide for safe and efficient access to stacked or stored goods.

A2.6 Buildings shall maintain a minimum separation distance of at least 8m to the plot boundary.

A3 Height

A3.1 Development shall not exceed the maximum height for the zone/plot in which the building is to be located as shown on the height zoning plan (Figure 4) and shall not exceed the height in AOD set out below:

- 16m zone = 21.1 AOD
- 24m zone = 29.1 AOD
- 28m zone = 33.1 AOD
- 42m zone = 47.1 AOD

A3.2 Building height shall be measured from the warehouse finished floor slab (being generally between 1000mm and 1500mm above external levels to accommodate mechanical handling equipment - see Figure 3). Within this height there will be a clear internal height to haunch, roof pitch and (if required) 1100mm roof edge safety barrier zone. This measurement excludes nominal vent and flue protrusions up to 700mm above roof covering.

Finished Floor Levels

A3.3 Where dock level bays are required, the finished floor level (FFL) within the buildings shall be set between 1000mm and 1500mm above the ground level in the dock levelling bays.

Figure 3: Building Height

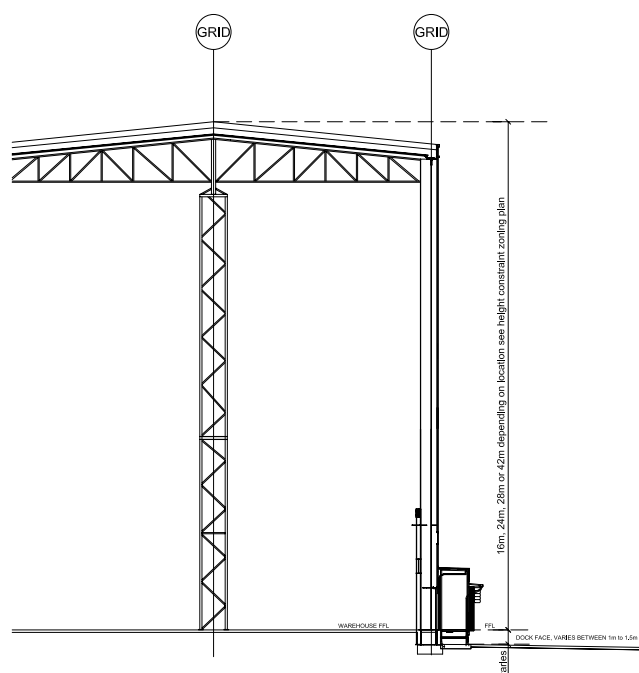
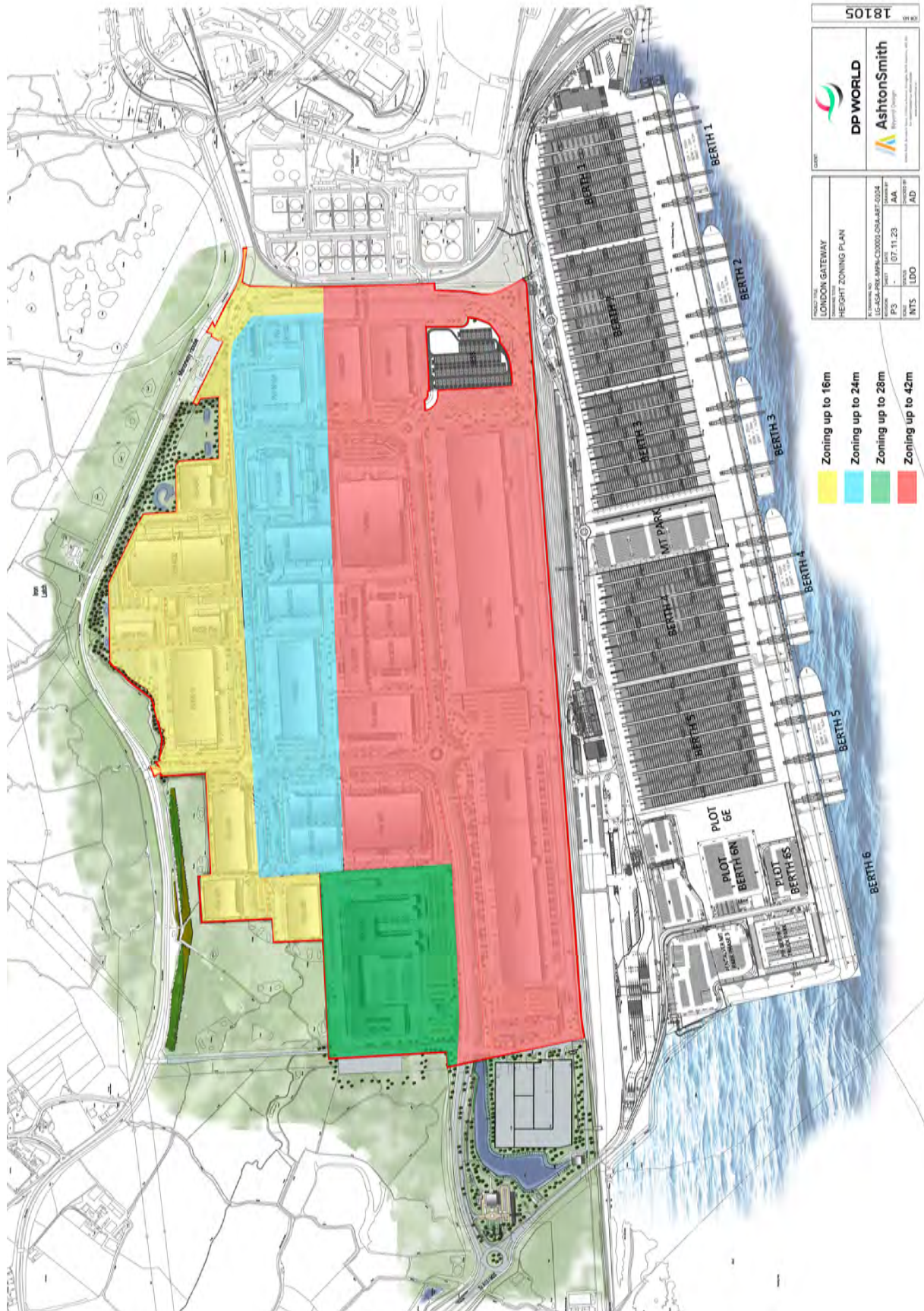


Figure 4: Height Zoning Plan



A4 General Cladding and Roofing Principles

A4.1 A palette of different materials shall be used in order to achieve articulation and texture in the overall appearance of the area.

A4.2 The visual impact of the colours and finishes of wall and roof cladding materials shall be considered in relation to the background and context of the building. Commercial buildings will be sited against the Port backdrop of multi-coloured shipping containers, or against the sky on the horizon or otherwise will be viewed in a generally flat and open landscape.

A4.3 Where buildings over 100,000sq.m are proposed, colours and tones that differ from those of adjacent buildings shall be encouraged to help break up the collective visual mass of a group of buildings and give visual texture to the area when viewed from long distances.

A4.4 Elevations shall be divided horizontally above the door zone reducing the overall scale of the walls. A minimum of two different cladding profiles laid either horizontally or vertically and two complimenting cladding colours shall be used on both the warehouse and office elevations to achieve a level of consistent elevational treatment around the Park development. Individual occupier operational requirements for canopies over docking bays (if required) shall provide additional articulation of the elevations. Smaller areas of corporate colouration shall be reserved for office elevations fronting onto the internal highway corridors.

A4.5 Elevations shall be punctuated with a range of coloured sectional overhead loading and access doors either at grade or in conjunction with lowered dock levelled service yards. At least one additional colour shall be selected from a manufacturers standard range of colours to compliment the warehouse cladding colour scheme and tie in with corporate colours on the office elevations.

A4.6 For buildings in the northern buffer zone as shown on Figure 5, the elevations that face sensitive surrounding areas shall be light in colour and shall reflect the treatment of other elevations as a minimum. The use of natural materials such as timber cladding on office elevations shall be encouraged. This design approach, along with the strategic use of landscaping, will allow the buildings to blend in with their surroundings. Elevations that have aspects onto the interior of the site can be of brighter colours to highlight company identity and complement port and introspective views. Where practical, the 'high bay' areas of distribution units shall be orientated towards the centre of the Site.

A4.7 Large industrial and warehouse units shall typically be constructed from either prefabricated composite insulated metal panels or sheets of profiled steel or aluminium, spanning between primary or secondary steel frames and cladding rails.

A4.8 External wall cladding shall be either composite panels, built up systems or similar fit for purpose cladding makeup. Colours shall be from the standard range set out below, achieving a 'u' value at least in compliance with building regulations.

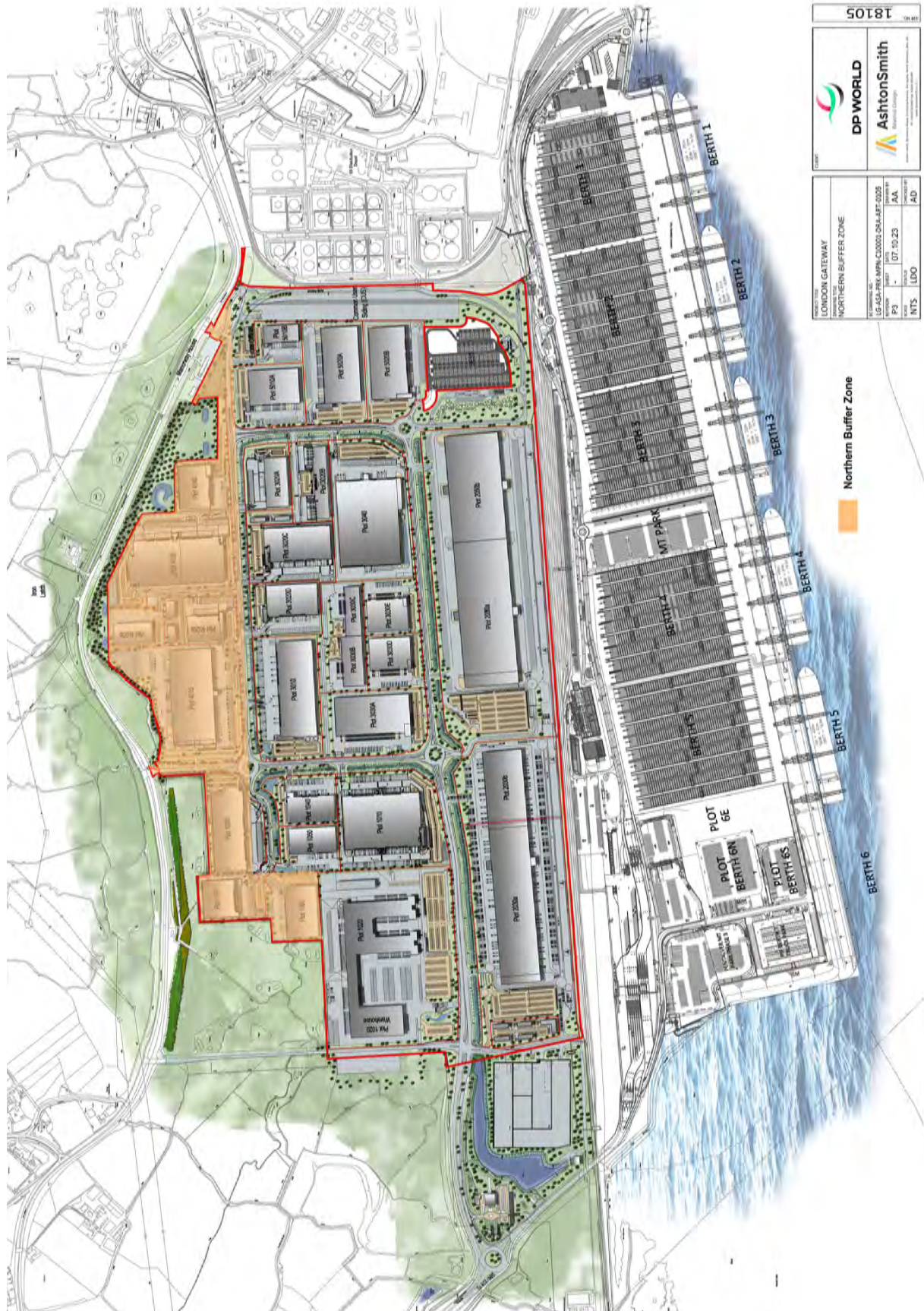
HPS200 Cladding Finish

Colorcoat HPS200 Ultra (or similar) with Galvalloy substrate and Confidex Guarantee from Tata Steel Standard colours with a minimum 25 year guarantee from the Signature, Classic and Matt colour ranges (appropriate in coastal locations) shall be selected.

Prisma Cladding Finish

Colorcoat Prisma (or similar) with Galvalloy substrate and Confidex Guarantee from Tata Steel Standard colours with a minimum 25 year guarantee from the Solid and Metallic colour ranges (appropriate in coastal locations) shall be selected.

Figure 5: Northern Buffer Zone plan



A4.9 Doors and dock sheltered openings shall be set within a plinth zone of cladding or pre-cast concrete panels designed to withstand or be protected from increased levels of impact damage and toned to integrate with the components at the base of the building and to reduce the overall visual mass of the structure.

A4.10 Vertical features such as exposed rainwater pipes and panel joints may be used to reduce the horizontal extent of any elevation and provide points of visual reference.

A4.11 Any extension or alteration to a building shall have a similar external appearance to the existing building.

A5 Dock Levellers and Level Access Doors

A5.1 Dock levellers shall be provided, as required, with flexible shelters to minimise the ingress of air and water into the building. Shelters shall generally be black in colour. Insulated sectional overhead doors shall include safety windows and shall be coloured to suit the overall elevational treatment, or reflect corporate identity. The low level position of these features on the elevation shall allow the perimeter landscaping to provide effective screening.

A6 Ancillary Office Accommodation

A6.1 Offices shall be designed to maximise the use of natural ventilation and light. Double depth offices with links into the main warehouse area, where required, would be acceptable.

A6.2 Ancillary offices shall be positioned on prominent elevations or corners of buildings fronting onto internal highway corridors. Office elevations shall be distinctive to assist legibility for example through the use of entrance canopies or timber cladding. A freestanding office pod may also be provided on-plot provided it is 'purpose designed' to compliment the design of the principal building.

A6.3 Glazing shall be provided to all floors of the offices. Entrance door sets for staff and visitors may either be combined or separated to suit operational requirements. Routes to the offices from the car park and footpaths shall be defined.

A7 Roofscape and Plant

A7.1 Roof planes set at a minimum pitch of 3 degrees and maximum pitch of 10 degrees shall generally be specified with roof lights at 15% where operational requirements permit, to provide natural light to the warehouse. Alternatively equivalent natural light may be provided by the inclusion of some translucent wall panels. Roof mounted plant excluding roof mounted PV, flues and vents shall require screening behind a parapet wall, or integration within office or warehouse components to maintain clean horizontal roofscapes.

A7.2 External roof cladding shall be either composite panels, built up systems or similar fit for purpose cladding makeup. Roof form and cladding colours should allow for variation in order to disaggregate the mass of roof areas but shall be light in colour. Colours from the standard range of colours referred to in paragraph A4.8 shall be selected and finished in non-reflective coatings.

Fixed Plant

A7.3 Fixed plants such as chiller units on noise sensitive elements (considered most likely to be offices and restrooms) within and between each plot shall comply with appropriate British standards for these noise sensitive spaces, including BS8233:2014.

A7.4 The following measures shall be implemented:

- Primary outdoor fixed plant noise sources (e.g. chiller units) shall be located on the facade of warehouses facing into the site (south or east façade) or behind acoustic screening sufficient to cut the line-of-sight between source and the nearest residential receptor. Acoustic screening, where provided, shall have a minimum surface mass of 10 kg/m² and shall meet with the requirements of paragraph C2.8 of this Code.
- The cumulative sound power level from all outdoor fixed plant systems on each plot shall not exceed 105 dB L_{WA}.
- Noise from air handling ventilation grilles shall be suitably attenuated through the provision of attenuators within the ductwork. The following sound pressure limits shall not be exceeded:
 - Grilles on the west elevation of the western and northern boundary plots shall not exceed 55 dB L_{Aeq,T} at 1m;
 - Other grilles within plots located adjacent to the north and west LDO boundary shall not exceed 60 dB L_{Aeq,T} at 1m; and
 - Grilles in all other locations: 70 dB L_{Aeq,T} at 1m.
- When considering the above, plot operators shall have due regard to the Control of Noise at Work Regulations and any requirement to control noise to ensure audibility of life-safety alarms or evacuation alerts.

A7.5 General working practices shall be put into place to minimise the levels of noise including:

- Awareness training for all staff on noise, particularly control of noise at night.
- Audit of the noise being generated during operations by foremen and steps taken to enhance the measures to control noise.
- The use of radios for communications instead of verbal instructions.
- Consideration of the use of alternatives to tonal reversing alarms such as through banksmen to avoid the need for alarms, or through the use of broadband reversing alarms.
- Controls of the use of vehicle horns (for emergency purposes only).

A8 External Building and Site Signage

A8.1 All signage and advertisements on the Site shall be subject to the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 as amended.

A8.2 Building signage shall be limited to strategic elevations fronting onto the infrastructure corridor where it will inform vehicles and pedestrians on the internal road network.

A8.3 Key signage shall not be permitted above eaves and shall be in scale with the elevations of the building. No display signage unrelated to the corporate name shall be allowed on the building elevations, or within the development site, save for wayfinding signage.

A8.4 Development plots shall be signposted within the infrastructure corridors, with occupier signage limited to a position at the thresholds of the site.

A8.5 All illuminated site signage shall incorporate controls to minimise energy consumption and light pollution.

A9 Gatehouses

A9.1 Gatehouses shall be constructed to the material specification or similar standard to that set out in Section A4.8.

A10 Sustainable Design Standards

Decentralised, Renewable And Low-Carbon Energy Generation

A10.1 All development shall be designed so as not to preclude connection to a decentralised, renewable or low carbon energy supply where possible.

A10.2 As a minimum, new development shall provide 20% of predicted energy requirements from all sources of decentralised and renewable or low-carbon energy, unless it can be demonstrated that it is not feasible or viable.

BREEAM Standards

A10.3 Where appropriate buildings shall achieve as a minimum BREEAM Outstanding (in addition to national standards for zero carbon) or other such revised standard as may be included in the Thurrock Local Plan or other local policy documents.

A10.4 These requirements may be relaxed where the developer is able to prove that they are not economically viable, rendering development of the site undeliverable.

A10.5 The above timescales refer to the point at which the prior notification procedure is commenced.

A10.6 Where a building is to be extended or subject to a change of use, it should achieve no less than the equivalent BREEAM standard to that of the original building.

B Roads, Parking and Access

B1.0 The following design standards shall apply to the construction of internal plot access roads, plot-based vehicle parking and servicing.

B1 Plot Access

B1.1 The design of access roads into individual development plots shall comply with the standards for access visibility set out in the Design Manual for Roads and Bridges (DMRB).

B1.2 Where practical or viable, pedestrian, cycle and car access to individual plots from the internal site highway network shall be designed to provide separation from goods vehicles and rail routes, for safety and security purposes and to prevent queuing of goods vehicles on the estate roads.

B1.3 Where practical or viable, lot accesses onto the road will be a minimum of 90m apart when on the same side of the road.

B1.4 To meet health, safety and security requirements on development plots, footpaths and cycleways shall be terminated at the plot threshold and internal plot layouts shall be designed to accommodate individual occupier requirements whilst maintaining safe routes to the buildings for pedestrians.

B1.5 Security fences or gates shall not obscure sight lines of any junction on the estate roads or any vehicular access to the highway.

Gatehouses

B1.6 Security gatehouses, or gates to occupier requirements, shall be designed to accommodate incoming queuing goods vehicles whilst maintaining a free flow of cars and cycles to designated parking areas. For plots providing greater than 15,000sq.m GIA of total floorspace, security gates or gatehouses at the entrance to individual plots shall be set back to enable at least two HGVs to draw off the highway to avoid queuing on any of the estate roads.

B2 Plot Based Vehicle Servicing

B2.1 The internal plot circulation may be designed to allow cross docking to the larger units and perimeter access for emergency services. Full site circulation shall be maintained on larger units in compliance with Building Regulation requirements.

B2.2 Smaller units may be designed with single sided access and a reduced percentage of perimeter circulation in accordance with Building Regulation requirements.

B2.3 HGV parking and yard circulation areas shall be in accordance with the recommendations of the Freight Transport Association - Designing for Deliveries (as amended). HGV parking spaces shall be 17m x 3.5m with a 20m pullout/yard circulation zone, unless tracking drawings are provided demonstrating that suitable HGV turning and manouvering can be achieved within a reduced pull out area.

B2.4 HGV circulation on plot shall be designed to allow free flowing circulation to all external areas of the building required by the unit operator, either through the service yards or via a minimum 7.3m wide plot circulation roads.

B2.5 Where fire escape routes from buildings open onto service yard areas, protected escape steps and refuges shall be provided between lorry docking and parking bays.

HGV Fuel facility

B2.6 All areas of hard standing shall be provided with a surface water drainage system fitted with oil and petrol interceptors and installation of a penstock(s) as appropriate for spill management.

B2.7 On plot HGV fuelling facilities shall not exceed a maximum plot coverage of 3% or 3,000sq.m whichever is the lesser. Fuel storage tanks shall be double skinned and may be either below or above ground. Fuelling pumps shall be covered with a canopy with a minimum clear height of 6m and a maximum height to the top of the canopy of 9m. On plot HGV fuelling facilities shall be located in service yards or adjacent to on-plot circulation routes provided they are appropriately screened.

HGV Wash facility

B2.8 On plot HGV wash facilities shall not exceed a maximum plot coverage of 1% or 1,000sq.m whichever is the lesser. Wash facilities may either be open or covered with a maximum height to the top of the enclosure of 7m. However, surface water should be excluded from the wash system, so a covered area would be preferable. Wash facilities shall be contained and not connected to the plot surface water drainage, unless agreed in writing with the Environment Agency.

B3 Parking Standards

B3.1 Individual development plots shall be designed to achieve optimum vehicle parking requirements and to prevent vehicles queuing on the highway while waiting to enter the development plots.

B3.2 Car parking shall be provided on each plot in accordance with the standards specified in Tables 1 – 8 below and shall be made available for use during the whole of the time that any part of a building is open to any persons employed within the building or to persons visiting the building.

B3.3 If office accommodation is included in the development then a E(g) parking standard shall be applied for that area.

B3.4 Where a development incorporates two or more land uses to which different parking standards are applicable, the standard appropriate to each use shall be applied in proportion to the extent of the respective use.

B3.5 The width of standard parking bays with end bays adjacent to solid structures shall be increased by 1m to allow for maneuverability on entry/exit to and from the vehicle. Clear directional marking signs shall be set out using suitable signs and surface arrows.

B3.6 Landscaping shall be incorporated into parking areas as set out in C4 of this Design Guide.

Table 1 - Parking Standards for use class B2

Use	Car	Electric charging points	Cycle	Blue Badge	Motorcycle
B(2) - General Industrial	1 space per 50sq.m	50 spaces or fewer = 1 space over 50 spaces - 2% of total Passive provision for all remaining spaces	1 space per 167sq.m	200 car spaces or less = 2 spaces or 5% of total (whichever is greater) Over 200 car spaces = 6 spaces plus 2% or total	1 space + 1 per 20 car spaces (for first 100 car spaces); then 1 space per 30 car spaces (over 100 car spaces)

All floor areas quoted are in Gross Internal Area

Table 2 - Parking Standards for use class B8

Use	Car	Electric charging points	Cycle	Blue Badge	Motorcycle
B8 - Storage and Distribution	1 space per 150sq.m	50 spaces or fewer = 1 space over 50 spaces - 2% of total Passive provision for all remaining spaces	1 space per 333sq.m	200 car spa200 car spaces or less = 2 spaces or 5% of total (whichever is greater) Over 200 car spaces = 6 spaces plus 2% or total	1 space + 1 per 20 car spaces (for first 100 car spaces); then 1 space per 30 car spaces (over 100 car spaces)

All floor areas quoted are in Gross Internal Area

Table 3 - Parking Standards for use class E(g) ((i), (ii), (iii))

Use	Car	Electric charging points	Cycle	Blue Badge	Motorcycle
E(g): (i)Offices, (ii)Research and Development, (iii)Industrial Processes	1 space per 30sq.m	50 spaces or fewer = 1 space over 50 spaces - 2% of total	1 space per 67sq.m	200 car spaces or less = 2 spaces or 5% of total (whichever is greater) Over 200 car spaces = 6 spaces plus 2% or	1 space + 1 per 20 car spaces (for first 100 car spaces); then 1 space per 30 car spaces (over 100 car spaces)

All floor areas quoted are in Gross Internal Area

Table 4 - Parking Standards for use class E(b)

Use	Car	Electric charging points	Cycle	Blue Badge	Motorcycle
E(b) - Sale of food and drink for consumption (mostly) on the premises	1 space per 5sq.m	50 spaces or fewer = 1 space over 50 spaces - 2% of total Passive provision for all remaining spaces	1 space per 100sqm for staff plus 1 space per 200sqm for customers	200 car spaces or less = 3 spaces or 6% of total (whichever is greater) Over 200 car spaces = 4 spaces plus 4% of total	1 space + 1 per 20 car spaces (for first 100 car spaces); then 1 space per 30 car spaces (over 100 car spaces)

All floor areas quoted are in Gross Internal Area

Table 5 - Parking Standards for use class E(d)

Use	Car	Electric charging points	Cycle	Blue Badge	Motorcycle
E(d) - Indoor sport, recreation or fitness (not involving motorised vehicles or firearms)	1 space per 10sq.m	50 spaces or fewer = 1 space over 50 spaces - 2% of total Passive provision for all remaining spaces	10 spaces plus 1 space per 10 car spaces	200 car spaces or less = 3 spaces or 6% of total (whichever is greater) Over 200 car spaces = 4 spaces plus 4% of total	1 space + 1 per 20 car spaces (for first 100 car spaces); then 1 space per 30 car spaces (over 100 car spaces)

All floor areas quoted are in Gross Internal Area

Table 6 - Parking Standards for use class E(f)

Use	Car	Electric charging points	Cycle	Blue Badge	Motorcycle
E(f) - Creche, day nursery or day centre (not including a residential use)	1 space per full time equivalent staff plus pick up/ drop off facilities	50 spaces or fewer = 1 space over 50 spaces - 2% of total Passive provision for all remaining spaces	1 space per 4 staff plus 1 space per 10 child spaces	1 space or 5% of total car spaces, whichever is the greater	1 space + 1 per 20 car spaces (for first 100 car spaces); then 1 space per 30 car spaces (over 100 car spaces)

All floor areas quoted are in Gross Internal Area

Table 7 - Parking Standards for use class F(2)(a)

Use	Car	Electric charging points	Cycle	Blue Badge	Motorcycle
F(2)(a) - Shops selling essential goods , where the shops premises do not exceed 280sq.m and there is no other such facility within 1000 metres	1 space per 20sq.m for non food; or 1 space per 14sq.m for food stores	50 spaces or fewer = 1 space over 50 spaces - 2% of total Passive provision for all remaining spaces	1 space per 200sq.	3 spaces	1 space

All floor areas quoted are in Gross Internal Area

B3.7 In addition to providing parking for disabled drivers as described in the code of practice BS8300:2009 (including amendments), a parking priority scheme for car sharers shall be implemented as required by the LDO Travel Plan. Space for people with disabilities shall be located adjacent to entrances and shall be marked with lines and the International Symbol for Access.

Table 8: Car Parking Dimensions

Type	Dimensions
Standard	2.5m x 5.5m
Blue Badge	3.9m x 6.5m

B4 Lorry Parking

B4.1 HGV parking shall be based on operational requirements. Parking bay dimensions shall be in accordance with the standards set out in Table 9.

Table 9: Lorry Parking Bay Dimensions

Type	Dimensions
Minimum for Vans	3.5m x 7.5m
Articulated HGVs	3.5m x 17m
Rigid HGVs	3.5m x 12m

B4.2 There shall be no parking on estate roads.

B4.3 For development in excess of 30,000sq.m where 24-hour operation is required, adequate welfare facilities (comprising showers, changing facilities and a food preparation area) shall be provided within the plot for drivers of commercial vehicles based on an assumption of one driver/commercial vehicle per 3,500sq.m. If such facilities are unable to be provided on plot (or if there is a shortfall in on plot provision), alternative facilities shall be provided off-plot at an equivalent rate.

B5 Cycle Parking

B5.1 All cycle parking shall:

- be secure and covered;
- be conveniently located adjacent to entrances to buildings;
- enjoy natural observation;
- be easily accessible from roads/and or cycle routes;
- be well lit;
- be located so not to obstruct pedestrian and cycle routes.

B5.2 Sheffield stands or similar shall normally be provided. Provision shall be made for lockers, changing and shower facilities. The location, type and dimensions for cycle parking shall accord with the Essex Parking Standards 2009 or other such standards adopted by Thurrock Council.

B5.3 Cycle stands shall be manufactured in galvanized steel or brushed grade 316 stainless steel and root fixed below ground. They may include a horizontal bar for additional strength and security and should allow for two bikes per unit and be of hooped form.



B5.4 Cycle shelters shall be manufactured using a galvanized steel frame with galvanized steel, powder coated steel, laminated or tempered safety glass or FSC timber infill and roof panels. Where appropriate shelters shall include lighting elements to ensure safety and visibility for users.



B6 Materials

B6.1 Materials for road construction shall be compliant with the appropriate British Standard or other relevant specification.

B6.2 Development plot entrances shall be concrete, block paving or asphalt.

B6.3 Standard profile concrete kerbs shall be used adjacent to footpaths / cycleways and within car parking areas. High profile concrete kerbs shall be used within areas susceptible to HGV damage.

B6.4 Road marking and parking bays shall be demarcated in white or yellow thermoplastic paint, or alternatively, where the parking area surface comprises block paving, via the use of paving blocks of a distinctly different colour. Kerbs shall be used to provide protection to pedestrian areas and prevent damage to landscaped areas by vehicles.

B6.5 When available, suitably recycled, locally sourced or 'green energy' materials shall be used where these conform to the necessary standards and will meet the necessary performance standards or specification.

B7 Standards for Footpaths and Cycleways

B7.1 Shared use footways/cycleways shall be a minimum width of 3m.

B7.2 Where footways/cycleways are liable to vehicle over-run, materials shall be restricted to:

- Bituminous materials to DMRB standards unless there is a need to match existing paths surfaced with Hot Rolled Asphalt (HRA).
- Resin bound material - Highways Authorities Product Approval Scheme (HAPAS) certified with a minimum design life of 25 years.
- Where appropriate, concrete block paving, including tumbled blocks, 100mm x 200mm x 80mm.

B7.3 Where the footway will not be over run or otherwise damaged by vehicles the following paving may be used in addition to that noted above.

- 400mm x 400mm x 65mm standard concrete paving slabs.
- 400mm x 400mm x 65mm textured concrete paving slabs.

B8 Lighting

General Considerations

B8.1 The following standards apply to all exterior lighting across the site. References to lighting equipment are indicative and may be amended subject to achieving the stated performance requirements.

B8.2 Lighting equipment when installed, shall meet the lighting constraints defined in ILP Guidance Notes GN01/21 for the control of obtrusive light for the Environmental Zone applicable to the location of the site (see Figure 6). Additional care shall be taken to minimise light spill and glare from any lighting installed by ensuring the correct luminaire is selected and installed correctly in line with the recommendations within CIE 2017 and ILP GN01/21. The design shall ensure the mounting heights employed are the minimum necessary to achieve the lighting performance requirements. Illuminance levels shall not exceed 1.0 lux at 25m and 0.1 lux at 50m from the perimeter site boundary to the Park. When lighting levels are measured, meter readings should be within tolerance as per BS667:2005 Table 2. Lighting calculations shall be provided with a maintenance factor of 1.0 to show initial luminous flux and building surfaces shall be modelled to reflect the construction and colour of cladding. The management company, London Gateway Services Limited (LGSL), shall monitor illuminance levels at 50m intervals at points 25m and 50m from the northern and western perimeter site boundaries on at least one occasion between 1 November and 1 March each year and monitoring reports shall be made available to the Ecological Advisory Group (EAG) on request. LGSL shall take whatever steps necessary to ensure compliance with the standards set out above. In the event that any remedial action is required it shall be completed within 6 months of receipt of monitoring results and LGSL shall undertake a further round of monitoring within 2 months of remedial action to ensure that the levels are being complied with.

B8.3 Lighting controls shall be introduced so that all luminaires can be dimmed or switched off in defined work areas should operational conditions allow, subject to Health and Safety requirements. Examples being staff parking areas when not in use or outside of shift change times, perimeter pathways, yard areas, and circulation areas when not in use at a reduced lighting level.

B8.4 Lighting within the development shall use an LED light source with a Colour Rendering Index, Ra >70 throughout. LED chipsets should be lower or equal to 3000K with a peak spectral distribution of less than 460nm.

B8.5 All luminaires will utilise LED chipsets with a range of optical properties to provide area lighting, roadway lighting and pathway lighting (SR150, SR100, SR075). Blade style luminaires are preferred for aesthetic reasons. Lighting across the site shall maintain similar appearance.

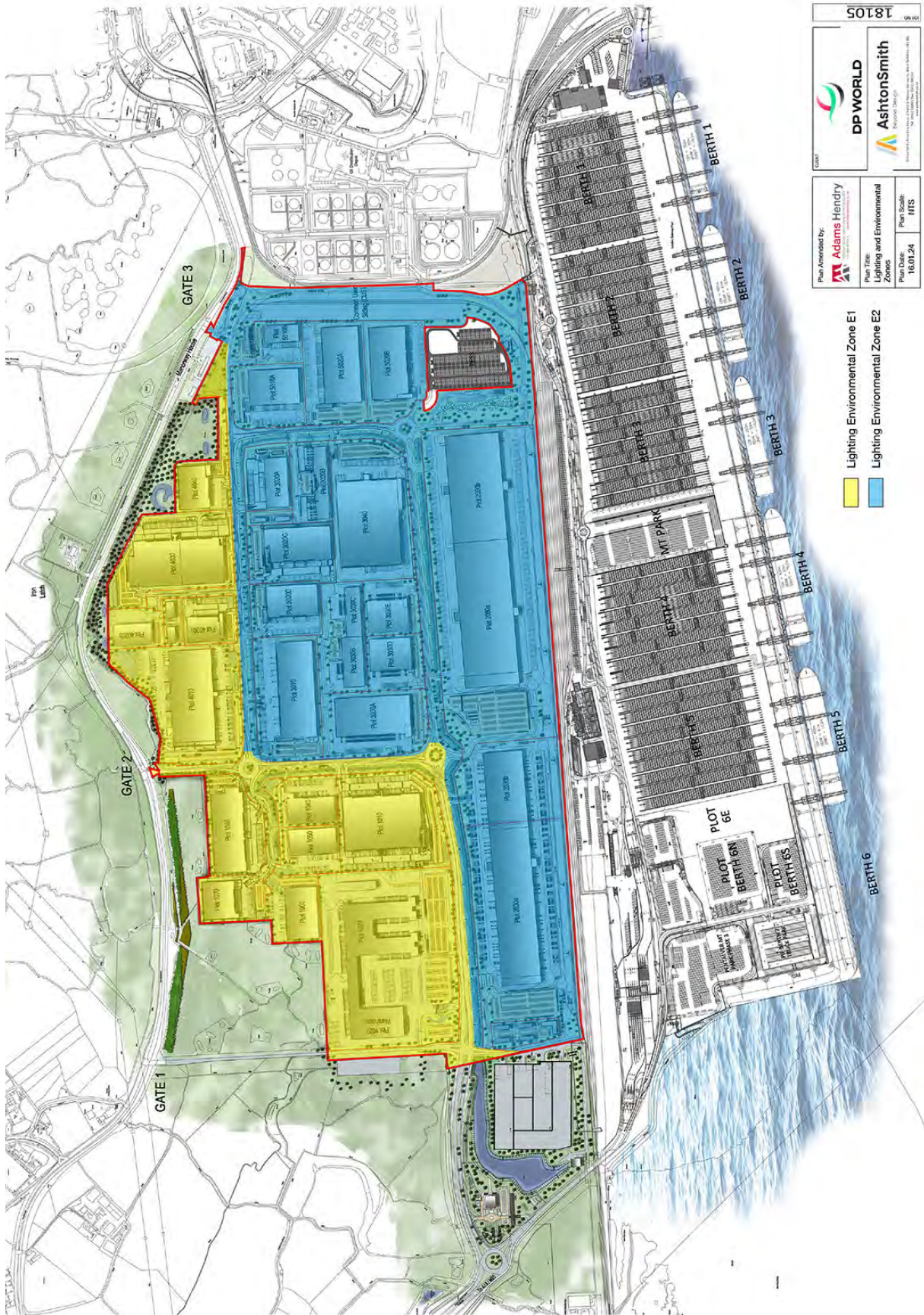
Lighting Controls

B8.6 The exterior lighting shall be centrally managed with control and self-monitoring systems. Controlling luminaires should have presence detection and light sensitivity. Typical systems include Telensa, Thorlux Smartscan and blue tooth low energy (BLE) meshing systems.

Power Distribution

B8.7 The exterior lighting shall be supplied by a private cable network fed from feeder pillars mounted externally or from distribution panels within the buildings.

Figure 6: Lighting Environmental Zones plan



B8.8 Where lighting units are mounted on walls of buildings, cabling shall be installed within corrosion and impact resistant conduit or trunking.

B8.9 Power supplies and cabling for lighting within the Park shall be fully segregated from Thurrock Council owned lighting equipment.

B8.10 Columns should be mounted a safe distance from carriageways for maintenance access, free pedestrian and cycle passage and to reduce collisions in accordance with the requirements of clauses 3.3 and 3.4 respectively of TD 34/07 of the DMRB.

Lighting Classes

B8.11 The lighting classes for roads, footways and cycleways shall be as set out in BS 5489-1: 2020 Code of Practice for the Design of Road Lighting – Part 1: Lighting of roads and public amenity areas, or as subsequently modified, and BS EN 13201:2015 Road Lighting. The lighting classes for outdoor work areas would be as set out in BS EN 12464-2:2014 Light and Lighting – Lighting of workplaces; Part 2: Outdoor work places.

On Plot Circulatory Roads

Performance Requirements

B8.12 The lighting of on plot circulatory roads shall be designed to lighting class S2/P2. The performance requirement applying a S/P ratio of 1.2 is:

Average illuminance, Eav:	10.0 to 15.0 lux
Minimum illuminance, Emin:	2.0 lux minimum

B8.13 This level can be further reduced dependent upon the Ra value and the S/P ratio of the lamp in accordance with Clause A 3.3.3 of BS5489-1: 2020.

Equipment Details

B8.14 Light Source: LED providing circa 10,000 luminaire lumens Optics : SR100 – 35 to 40 degree asymmetrical

Column Mounting:	8.0m with nominal spacing of 24.0m
Mounting attitude:	Luminaires can have upto a 5 degree inclination to prevent excess backspill

Installation Geometry

B8.15 Single Carriageway: Lighting columns shall be mounted in a single sided arrangement at the rear of the cycleway/footway at a nominal longitudinal spacing of 24m.

Lorry Docking and Loading Areas

B8.16 The lighting shall be in accordance with BS 12464-2: 2014 and in accordance with CIBSE LG06.

Lorry Docking and Loading Areas

Performance Requirements

Average illuminance:	50 lux
Overall Uniformity, U_o :	0.40
Glare Rating Limit, GRL:	50

B8.17 Glare to a driver reversing a vehicle shall be avoided and shadowing caused by the vehicle load shall be considered. Glare visible outside the perimeter site boundary of the Park shall be avoided.

Lighting Arrangement

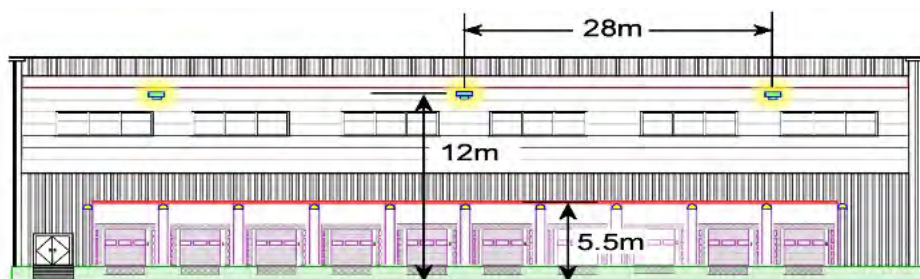
B8.18 Lighting units shall be mounted on the wall of the building. The lighting arrangement for a typical docking and loading area is shown on Figure 7. Building mounted luminaires shall be at the lowest height to achieve the necessary illuminance / uniformity criteria. Care shall also be taken to ensure the luminance of building facades, taking into account the final cladding finish and reflectance, does not exceed that set out within ILP Guidance Notes for the Reduction of Obtrusive Light GN01:21 for the relevant Environmental Zone.

B8.19 The lighting shall comprise wall mounted A50 forward optic , 100% downlight with a lumen output of between 1000 and 1500 lumens at a maximum mounting height of 5.5m between each docking gate.

B8.20 This lighting shall be supplemented by column top or flood style LED luminaires with forward throw SR150 50 degrees asymmetrical optics, a maximum 27,500 lumens output mounted at a maximum height of 12.0m and nominal spacing of 28.0m to 35.0m. All floodlighting at this level should be mounted with glazing horizontal to avoid emitting upward light pollution or introducing glare. Spill shields to the rear of the fitting should be installed where optics may present excessive backward light.

B8.21 In addition to the fixed exterior lighting, local adjustable lighting shall usually be provided at the docking gate within the building. This shall be switched locally and shall not operate once the docking gate is vacated.

Figure 7: Lighting arrangement at typical loading dock



Distribution and Circulation Areas

Performance Requirements

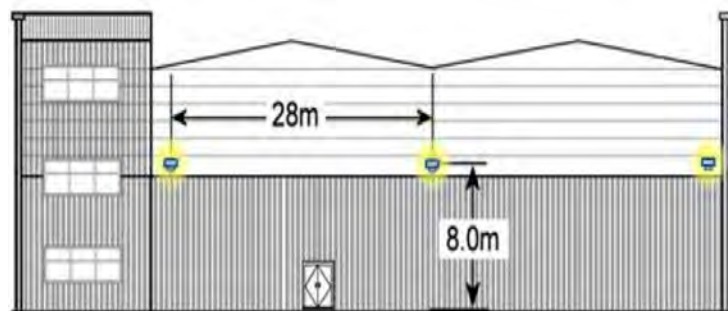
B8.22 The lorry circulation routes shall be lit to an average illuminance of 20 lux with a minimum overall uniformity of 0.40 in accordance with 5.1.3 of BS 12464-2: 2007:2021 and CIBSE LG06.

Lighting Arrangement

B8.23 Where the circulation route lies between the HGV parking area and the loading dock area, the lighting installed for those areas shall also provide sufficient lighting of the circulation route.

B8.24 Where the circulation route is adjacent to warehouses, a roadway optic column top SR100 or 35 to 40 degree asymmetrical optic, LED chipset at a maximum of 13,000 lumen output mounted on wall brackets at a maximum height of 8.0m and at a spacing of 28m shall be used as indicated on Figure 8.

Figure 8: Wall mounted lanterns



B8.25 Where there is no building directly adjacent to the circulation route, a roadway optic column top SR100 or 35 to 40 degree asymmetrical optic, LED chipset at a maximum of 14,000 lumen output mounted to an 8.0m maximum height column with nominal spacing of 28.0m to 30.0m shall be used matching the style of lighting units employed on the access roads and car parks.

B8.26 For wide circulation areas or areas designated as yard areas, perimeter lighting facing inwards shall be provided by column top luminaires with SR150, 55 to 60 degree asymmetrical optics to an LED maximum output of 18,000 luminaire lumens mounted to 8.0m columns with a nominal spacing of 26.0m – 30.0m matching the style of other luminaires proposed on access roads and car parks. In very wide circulation areas supplementary lighting should be installed to 8.0m columns facing outwards to achieve required lighting levels. Columns should be protected from accidental damage.

Weighbridges and Fuelling Areas

Performance Requirements

B8.27 The level of lighting in these areas shall be increased compared to that on the general circulation areas. For the fuelling areas it may be necessary to use equipment rated for use in hazardous zones due the presence of explosive vapours unless the lighting is located outside

of the hazardous zone. Lighting for specific tasks within these areas shall comply with the requirements of Table 5.6 of BS 12464-2: 2007:2014 and CIBSE LG06.

Average illuminance:	50 lux (external) / 150 lux (under canopy)
Overall Uniformity, U _o :	0.40
Glare Rating Limit, GRL:	50 (external) / 45 (under canopy)

Lighting Arrangement

B8.28 The lighting of weighbridges shall be provided by column top luminaires with SR150, 50 to 60 degree asymmetrical optics to an LED maximum output of 18,000 luminaire lumens mounted to 10.0m columns matching the style of other luminaires proposed on access roads and car parks.

B8.29 The lighting of HGV fuelling areas shall be provided by bulkhead type LED luminaires attached to the underside of the canopy.

Gatehouses

Performance requirements

B8.29 Gatehouses shall be lit to an average illuminance of 100 lux at ground level with a vertical illuminance at the level of the vehicle driver. Gatehouse security lighting shall be in accordance with the recommendations provided in sections 3.2.4 of CIBSE SLL Lighting Handbook (2018) as may be amended.

B8.30 The entrance shall be lit by multiple luminaires so that the loss of one luminaire will not seriously degrade the lighting available to the guard on duty. The lighting shall be positioned to enable sufficient illumination for the guards and CCTV to see the number plates of vehicles approaching the entrance.

Lighting Arrangement

B8.31 Lighting shall be provided by column top mounted luminaires with SR150, 50 to 60 degree asymmetrical optics to an LED maximum output on 18,000 luminaire lumens mounted to 8.0m columns using an arrangement of twin and four way spigots, matching the style of other luminaires proposed on access roads and car parks.. Consideration shall be given to providing back-up power supplies for these lighting units in the event of a power outage.

Car and Van Parking Areas

Performance Requirements

B8.32 The lighting of the car and van parking areas shall meet the requirements in Table 5 of BS 5489-1 for outdoor car parks with medium traffic.

B8.33 The performance requirements shall be as follows:

Average illuminance, E _{av} :	10 lux
Overall Uniformity, U _o :	0.25 minimum

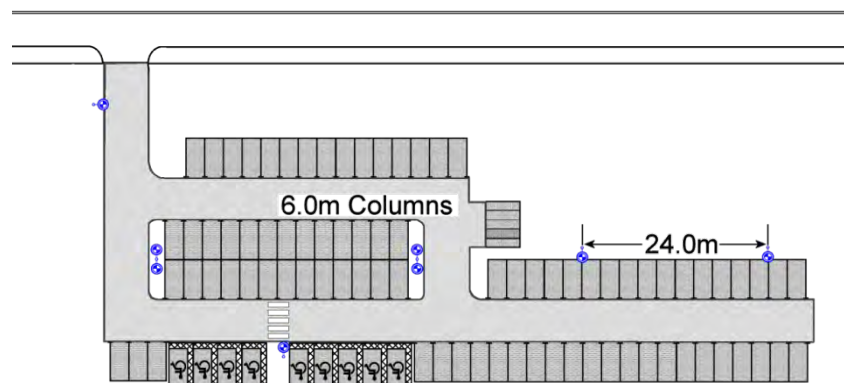
Equipment Details

Light Source:	LED providing 8000 to a maximum of 12000 luminaire lumens
Optics:	SR150 – 50-60 degree asymmetrical
Column Mounting:	6.0m column, single & twin spigots where required
Mounting attitude:	A maximum of 5 ° to reduce backwards light pollution

Installation Geometry

B8.34 Lighting columns shall be mounted around the perimeter of a car park and where necessary, within the central area of the parking area. Figure 9 shows a typical arrangement. Where lighting columns are located within the central area they shall be generally located on the raised islands at the end of parking space rows, or where it is necessary to position them between parking spaces, with barrier protection to protect vehicles manoeuvring into them.

Figure 9: Typical car park lighting layout using 6m high single and twin-arm columns

**Lorry Parking Areas***Performance Requirements*

B8.35 The illuminance requirement shall be for 20 lux average and 5 lux minimum in accordance with “HSG 38 – Lighting at work” (HSE 1997).

B8.36 The lighting columns shall be positioned such that they will not be vulnerable to impact from HGVs reversing into the parking space and will not obstruct the tailgate of the trailer unit. They shall not cause glare visible outside the perimeter site boundary of the Park.

Lighting Arrangement

B8.37 The lighting shall comprise columns of 8.0m maximum height positioned at the rear/perimeter of the parking area and located centrally between parking spaces at a maximum separation of 5 parking spaces, which equates to a spacing between columns of 17.5m. Glare shields are to be fitted as required to reduce backwards light pollution and to provide a full cut-off of light above the horizontal. Columns should be protected with barriers against HGV collision and not obstruct the tailgate of the trailer unit. Circulation routes within this area shall be lit from the designated column positions.

Figure 10: Area within which 50ha of land is to be safeguarded for Rail Access



The performance requirements shall be as follows:

Average Illuminance: EAV 20lux
Overall Uniformity: UO 0.25

Equipment Details

Light Source: LED providing 8000 to a maximum of 12500 luminaire lumens
Optics: SR150 – 50 to 60 degree asymmetrical
Column Mounting: 8.0m column single and twin spigots where required
Mounting Attitude: A maximum of 8 degrees to reduce backward light pollution

Boundary Security Lighting

B8.38 Security lighting shall be in accordance with the principles and guidance detailed in Chapter 18 of the CIBSE SLL Lighting Handbook (2018) as may be amended.

Performance Requirements

B8.39 The lighting provided for security at boundary fences for secure areas shall provide an average illuminance of 5 lux with an overall uniformity of 0.1 at ground level on either side of the fence. Light sources with a colour rendering index, Ra, of at least 0.6 shall be used to provide good identification of colours. As set out at B8.2, illuminance levels shall not exceed 1.0 lux at 25m and 0.1 lux at 50m from the perimeter site boundary to the Park. When lighting levels are measured, meter readings should be within tolerance as per BS667:2005 – Table 2.

Lighting Arrangement

B8.40 Where buildings and other obstructions result in dark shadowing along the boundary, security lighting shall be provided by the lowest column to achieve the required results with columns up to 6.0m height, using luminaires up to 13,000 luminaire lumen output with a forward throw SR150, 50 to 60 degree optics. The exact column height shall be dependent on the geography of the site and the type of fence construction. Where no building exists opposite the development, security light should be provided with the use of 100% down light wall mounted luminaires at a maximum height of 3.0m.

B9 Plot-by-Plot Rail Connection

B9.1 No development shall take place within an area comprising not less than 50ha of land situated within a zone 300 metres from either the Thameshaven Branch Line or the Common User Siding (see Figure 10) that would prejudice the provision of rail access to the national rail network via the Thameshaven Branch Line (whether directly or via the Common User Siding).

C Landscaping

C1 Street Furniture

C1.1 Street furniture (e.g. seating, cycle storage etc.) shall be in accordance with requirements set out at Part 2, Section I3 of this document.

C2 Boundary Treatments

C2.1 Individual occupiers shall be responsible for on site security of their development plots. Fencing to the perimeter of each plot shall be designed to be unobtrusive within the perimeter of the landscaped zone, with the minimal amount of impact on landscaping.

C2.2 Car parks to individual plots shall be designed to provide an element of natural surveillance allowing views from the road. Pedestrian, cycle and car access to individual plots from the highway network shall be designed to provide separation from goods vehicles and rail routes.

C2.3 The height of perimeter fencing shall be a maximum of 3m above ground level and shall typically be:

- BS1722-12 Steel Palisade Fencing; and
- BS1722-14 Open Mesh Steel Panel Fencing Category 1 (General Purpose) and Category 2 (Security) Fencing.

C2.4 Posts and struts for all fences shall be manufactured from Black RAL9005 powder coated galvanised steel and secured with concrete foundations. All fixings and straining devices shall be zinc coated.

C2.5 All Steel Palisade fencing shall have pale tops shaped in accordance with BS1722-12. Fencing shall not have cranked arms, barbed tape concertina or barbed wire entanglement topping.

C2.6 Fencing shall closely reflect the ranges specified below:

Manufacturer

Total Security Solutions (www.total-fencing.co.uk) Palisade Fencing
 Betafence (www.betafence.co.uk) Paladin® Classic

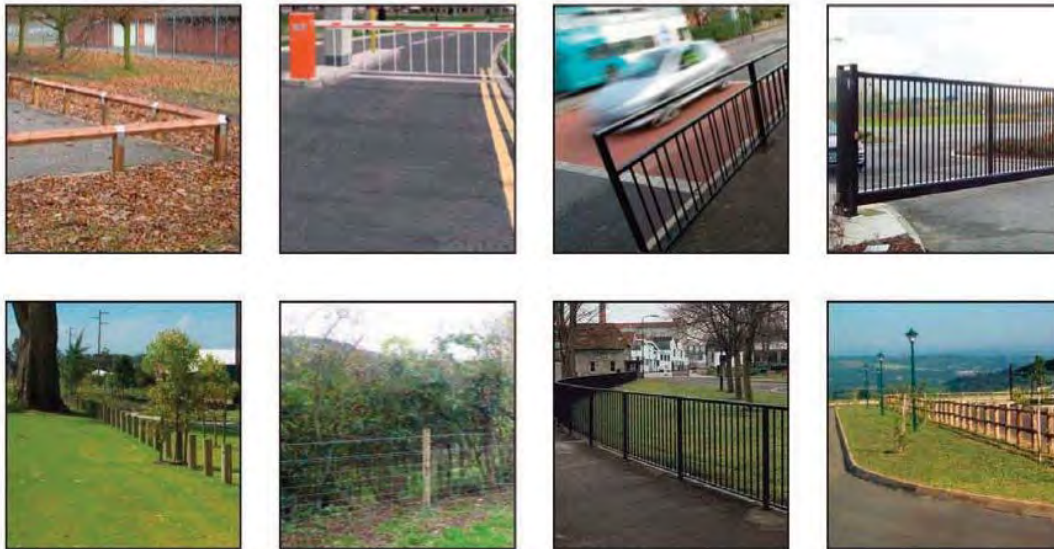


C2.7 Other boundary demarcation requirements shall be determined in response to the individual needs of each phase. All boundary demarcation barriers throughout the development shall be constructed in accordance with BS guidance.

C2.8 Typical systems to be used across the development shall include:

- Wooden knee rail fencing;
- Car park barrier controls;
- Galvanised steel pedestrian barriers;
- Automated sliding gate systems;
- Timber demarcation bollards;
- Timber post and wire fencing;
- Timber post and rail fencing;
- Timber post and featherboard fencing (i.e. acoustic fencing).





C2.9 All timber elements shall be FSC certified. Finishes to metal elements shall be manufactured in Black RAL 9005 powder coated galvanised steel unless for hazard demarcation or similar.



C3 Feature Elements

C3.1 Lighting for landscaped areas for aesthetic effect may be provided. Examples of suitable products are shown below in Table 10.

Table 10: Lighting Equipment

Product Image	Equipment Details	Typical Application
	<p>IGuzzini (Way 1m high bollard with integral control gear and 3 35W G12 HET lamp. Product code B465+B513 or equivalent)</p> <p>Thorlux Passway.</p> <p>Extruded aluminium body and die cast head, 800mm and 1.1m options, LED light source in 11 and 21w variations. Options for integrated emergency and controls.</p> <p>Part Code : PW19912LFC830 or equivalent</p>	<p>Staff exterior seating areas and informal footpaths.</p>
	<p>IGuzzini Light Up Ballsage ground recessed luminaire with integral driver and 1.8W warm white LEDs. Product code B077+5935 or equivalent.</p> <p>WEEP EPC.</p> <p>Stainless steel section, die cast housing ballsage style recessed inground luminaire. LED light source in colour 3000 at 6w and 12 w.</p> <p>Part Code : 185-2526 or equivalent</p>	<p>Way finding and guidance.</p>
	<p>IGuzzini Mini Woody surface mounted spotlight with integral driver and 3 x 3W warm white LEDs. Product code B591+B588 or equivalent.</p> <p>Performance IN Lighting, Tyle+</p> <p>Die cast aluminium housing, multiple optical outputs with LED source in colour 3000k 7w through to 35w.</p> <p>Part Code : 3107287 or equivalent</p>	<p>Tree uplighting and feature lighting.</p> <p>Highlighting and up lighting of trees and feature lighting.</p>
	<p>IGuzzini Ledstrip Tube LED tube. Product code M826+M8G1 or equivalent.</p> <p>Ledflex Ultima Neon 16</p> <p>Silicone flexible led system with extruded aluminium housings available in colour 2200 – 4700k. Wattage varies according to length.</p> <p>Part Code : D12-1562-SL or equivalent</p>	<p>Coloured beading on building façades.</p> <p>Accent and colour bead lighting of building façades.</p>

C3.2 Feature lighting shall take account of the relevant lighting Environmental Zone classification of the plots location and be limited to the main entrance areas of plots and buildings.

C3.3 Colour and finish of lighting equipment shall be considered in the context of the environmental surroundings. The use of highly reflective finishes shall be avoided where these could cause a traffic hazard.

C4 Soft Landscaping

C4.1 The on-plot soft landscaping scheme shall comprise deciduous and evergreen tree planting, native woodland/understorey planting, hedges, ornamental planting and seeding. The size of nursery tree stock shall range from transplants to semi-mature size and include a range of native and ornamental species suitable to the site conditions and selected to optimise wildlife benefit and potential for habitat creation.

C4.2 A range of tree species shall be used that have a variety of canopy forms, leaf textures, seasonal colour and growth habits.

C4.3 The planting schemes shall take into consideration the required visibility for users of internal roads and pedestrians.

C4.4 On each individual plot, a minimum perimeter landscape width of 10m shall be provided adjacent to the infrastructure corridors, 7.5m where plot landscaping is adjacent to infrastructure landscaping or swale and 5m (including a 0.5m gravel margin) to adjacent plots (see Figure 11A and 11B). Security fencing along this zone shall be aligned on the plot boundary and to infrastructure corridors shall be towards the plot side of the landscape zone.

C4.5 Where adjacent to car parks, landscaping shall include native hedge, native understorey trees and a minimum 3.0m wide zone of ornamental planting (see Figures 12A and 12B). Where screening delivery yards, landscaping shall include native hedgerow and native woodland planting (see Figures 13A and 13B).

Figure 11A: Landscaping for Plot to Plot boundaries

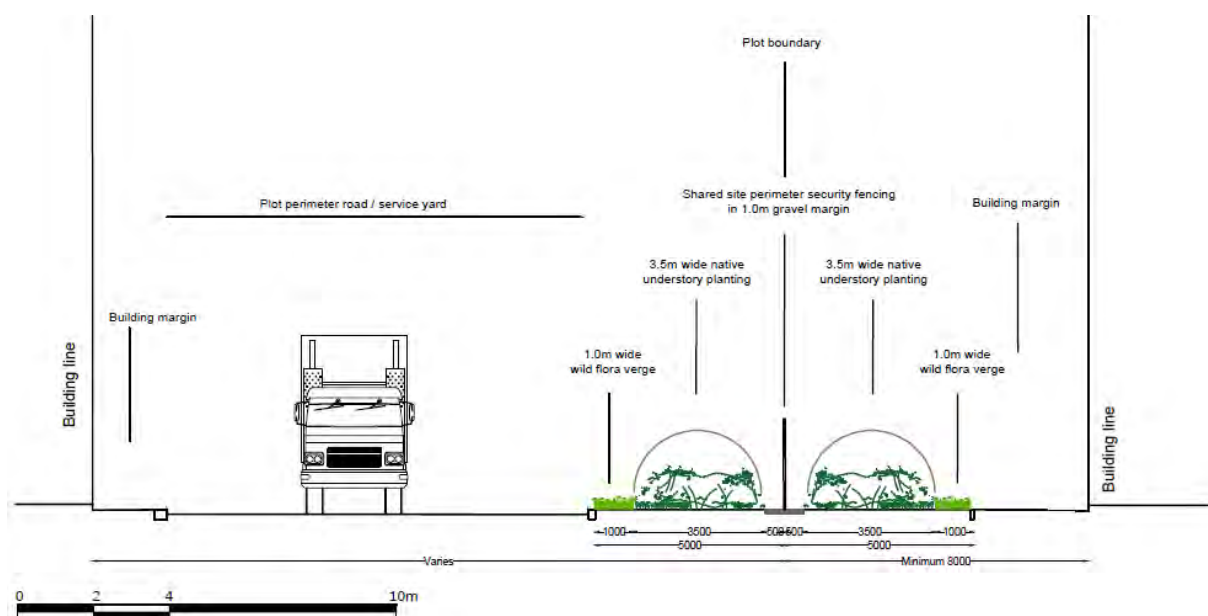


Figure 11B: Landscaping for Plot to Plot Boundaries

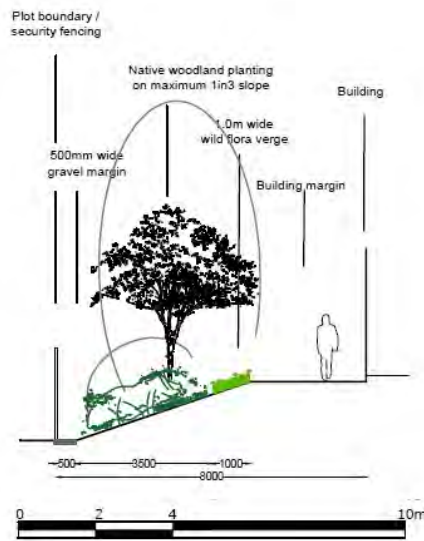


Figure 12A: Landscaping between Plot Car Parking and Infrastructure Corridors

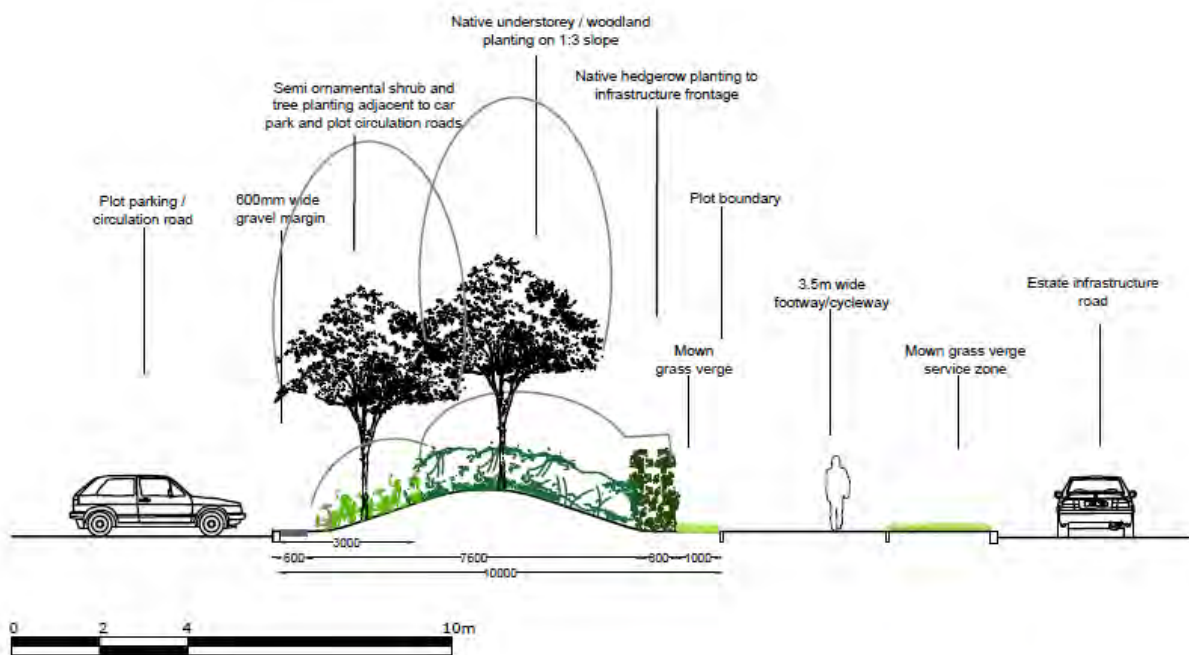


Figure 12B: Landscaping between Plot HGV Yard Area and Infrastructure Corridors

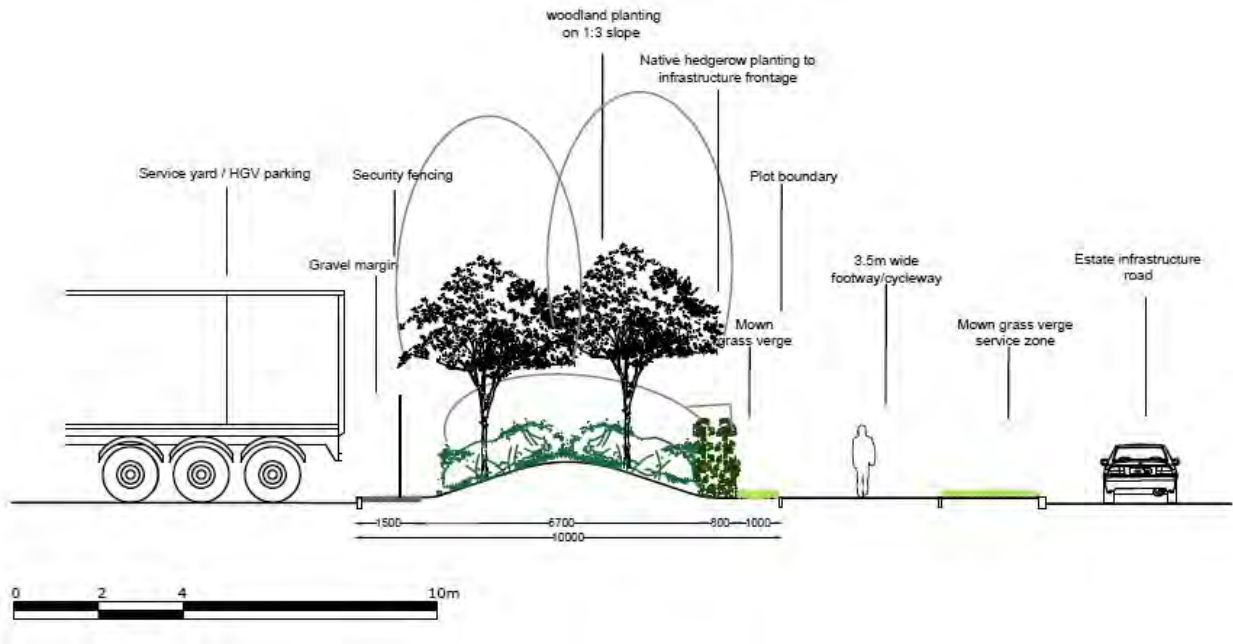


Figure 13A: Landscaping between Delivery Yards and Infrastructure Corridors

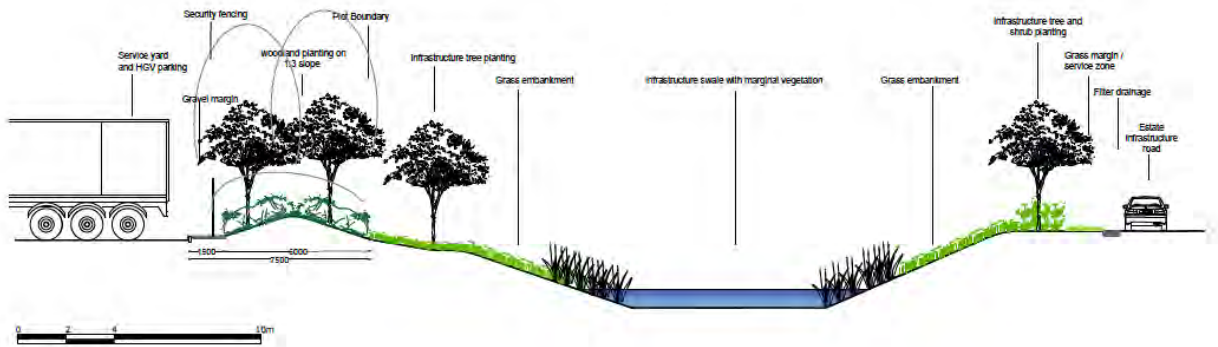
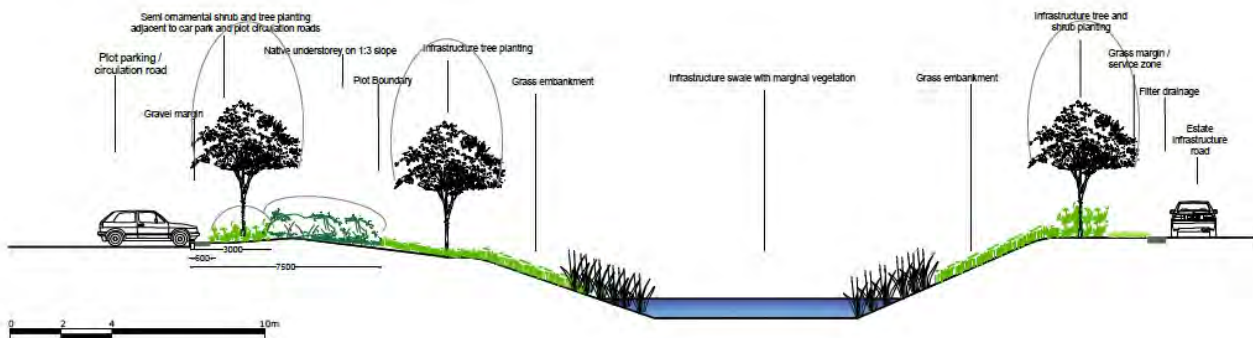


Figure 13B: Landscaping between Delivery Yards and Infrastructure Corridors



C4.6 Ornamental shrub, herbaceous and specimen tree planting shall be included within car parking areas.

C4.7 Development plots ground profile shall be tied into the existing landform along their edge at a gradient not exceeding 1:3. Where possible to help screen delivery yards and built form, the ground between plot and infrastructure roads shall be profiled to a 1:3 bund (see Figures 12A and 12B).

C4.8 The soft landscaping scheme for each plot shall be implemented within the first full growing season after building completion or occupation whichever is the sooner. Where the landscape implementation is deferred until the first available planting season, the topsoiling works shall be maintained to eradicate weed establishment. New landscaping shall be maintained and remedial action taken as necessary for five years after planting. Maintenance thereafter shall continue in accordance with the Landscape Management Plan (Appendix 2).

C4.9 The soft landscaping scheme for plots shall comply with the detailed soft landscaping specification set out at Appendix 1.

C4.10 Plant species in general will include (but will not necessarily be restricted to) those listed within Appendix 1.

C5 Landscape Management Plan

C5.1 A coherent, strategic and integrated approach to the management and maintenance of the soft landscape components associated with the development, shall be adopted in accordance with the Landscape Management Plan set out at Appendix 2 to ensure the successful establishment of vegetation and overall integration within the surrounding landscape.

C6 External Finishes

C6.1 External finishes shall generally be a selection of concrete, tarmacadam or block paviors / paving slabs with road marking and parking demarcated in white/ yellow thermoplastic paint or via distinctively different coloured blocks. Areas over sewage treatment systems shall be dressed with 75mm depth of gravel over geotextile membrane with timber edgings. Areas of soft landscaping within the development plots shall be designed with kerb protection to prevent damage caused by vehicles, with a gravel offset of 600mm to ensure no overrun of landscaping.

C6.2 High profile kerbing shall be specified within areas susceptible to HGV damage. Landscaping located within car parking areas shall require similar protection from vehicles and pedestrians.

C7 Earth Shaping and Planting Regime

C7.1 Individual plots shall include earth shaping elements particularly at their perimeter in order to accommodate drainage wetland areas if required as part of the drainage system and sculptural landform and mounding to enhance enclosure and provide additional interest. To enable safe access for planting / maintenance, slopes shall not exceed a gradient of 1:2 where planted with ornamental shrub species and 1:3 in all other locations.

C7.2 On plot water bodies shall generally be located away from key pedestrian routes unless suitable edge protection is provided.

C7.3 The landscape composition of the plot water bodies shall include loose rock base with a combination of planting treatments including blocks of trees, shrubs, aquatic planting and managed flowering grass sward to the upper slopes.

C7.4 Species selection for marginal plants shall be robust and able to cope with changes in water level. Over time there shall be a subtle adaptation in the planting scheme in response to fluctuations in water level and management techniques.

C7.5 Where stepped access is provided to water bodies, slopes shall not exceed a maximum gradient of 1:3 to allow for emergency egress from the water. Elsewhere, water bodies shall be designed to accommodate areas where the maximum gradient does not exceed a slope of 1:5.

C7.6 The soft landscaping scheme for plots shall comply with the detailed soft landscaping specification set out at Appendix 1.

Safety

C7.7 Landscaping shall be utilised as a safety barrier to discourage public access to the ponds. Timber knee rails shall be installed as a guide to pedestrians where planting is not otherwise present.

D External Areas

D1 External Storage

D1.1. External storage shall not be provided within infrastructure corridors or building service yards fronting the primary site access road except where facilities are single sided and the external storage area is situated behind a 10m wide landscaped zone or 7.5m where plot landscaping is adjacent to infrastructure landscaping or swale.

D1.2 Other than in the 'External Storage Exception Zone' shown on Figure 14, external storage shall have a maximum plot coverage of 2% or 2,000sq.m whichever is the lesser and shall not exceed 6m in height and shall be within fenced areas not exceeding 3m in height.

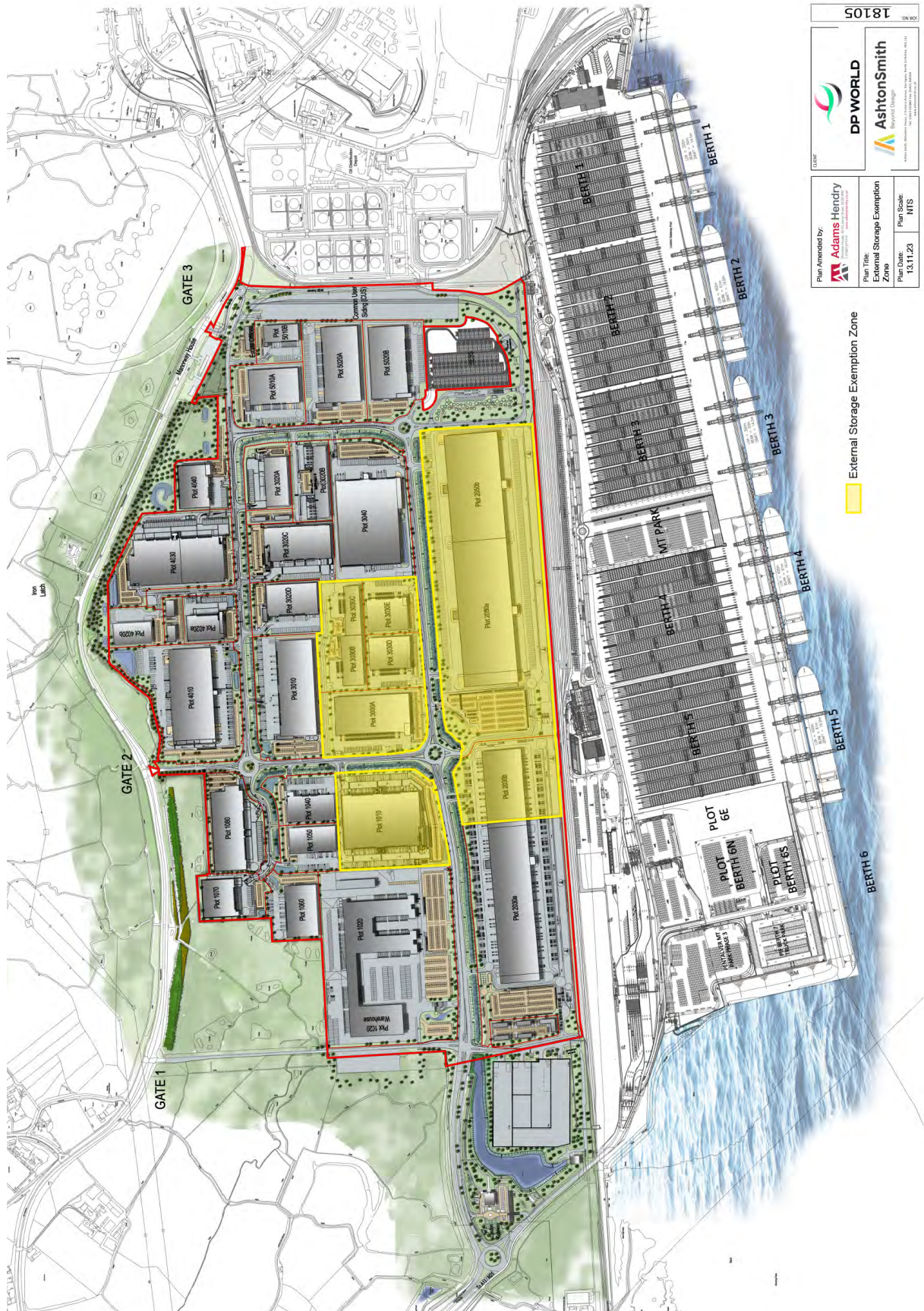
D1.3. External storage within the 'External Storage Exception Zone' shall have a maximum plot coverage of 20% or 15,500sq.m whichever is the lesser and shall not exceed 6m in height and shall be within fenced areas not exceeding 3m in height.

D2 Ancillary Infrastructure

D2.1 Ancillary infrastructure including permanent plant and equipment necessary to support B2, B8, E(g)(i), E(g)(ii) and E(g)(iii) uses shall be located in service yards unless limited to a noise output of less than 85db(A) at 1 metre, screened using fencing in accordance with C2.8. Such plant and equipment may include (but need not be limited to) external:

- chiller plants;
- sprinkler tanks and pumphouses;
- pneumatics;
- aerosol stores;
- compressor housing;
- generators;

Figure 14: External Storage Areas



181015
DP WORLD
AshtonSmith
Adams Hendry
Run Title: External Storage Exemption
Zone
Plan Date: 13.11.23
Plan Scale: NTS

External Storage Exemption Zone

- generator switchgear enclosures;
- electricity sub stations;
- refuse areas; and
- air conditioning units.

D2.2 Electricity sub stations may also be located on the plot boundary provided they are appropriately landscaped.

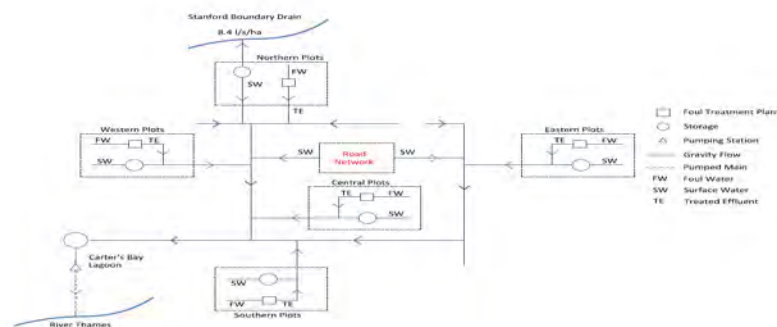
D2.3 The height of ancillary infrastructure shall not exceed the eaves of the associated building.

E On-Plot Drainage Standards

E0 Overview

E0.1 An overview of the drainage strategy is depicted in the schematic shown in Figure 15.

Figure 15: Foul and surface water drainage schematic



E1 Foul Water Drainage and Treatment

E1.1 Foul water shall be treated on-plot and discharged to the Park swale system or on-plot to a soakaway. All treatment plant installations will require an Environmental Permit under the prevailing Environmental Permitting Regulations.

E1.2 A modular submerged aerated filter (SAF) package treatment plant shall be procured and installed in each plot unless other treatment technologies prove to be more effective for the plot application.

E1.3 Smaller plots may share a treatment plant. Operation and maintenance shall be in accordance with supplier's instructions and the British Water Maintenance and Service Code of Practice.

E1.4 The size of the on-plot treatment plant will vary depending on the hydraulic and biological load. For preliminary design purposes it can be assumed that an area of approximately 20m x 10m will be required for the plant and associated control panel.

E1.5 The plants shall be sized based on the maximum number of people anticipated to be working within the plot. The flows and loads shall be calculated according to the methodology laid out in the latest edition of British Water's 'Code of Practice – Flows & Loads – Sizing Criteria, Treatment Capacity for Small Wastewater Treatment Systems. Where a canteen is to be

provided, the appropriate loads shall be used in the design. A grease treatment or removal (trap or bacterial dosing system) shall be provided to prevent grease reaching the plants.

E1.6 The plants shall include primary settlement, biological treatment and humus tanks, and ancillary equipment such as blowers and pipework as required for the operation of the plants. Duty/standby blowers shall be provided.

E1.7 The treatment plants shall be provided with an alarm system linked to the on-plot control centre. An alarm will be generated if the air pressure in the air supply is low, the blowers have failed or the power supply to the plant has failed. It will also indicate pump or power failure and high water level in the sump.

E1.8 If a readbed is installed as part of the treatment process, it shall be designed and constructed in accordance with Building Regulations and planted with phragmites australis or similar.

E1.9 Occupiers will be the Environmental Permit holder and shall be responsible for the design, construction and maintenance of the treatment plant. London Gateway Services Limited (LGSL) will act as the management company to manage the Park and will have the right to monitor plant performance at any time and will have emergency access rights to undertake remedial action should it be necessary. It shall manage the swales, including routine water quality monitoring and shall respond to environmental incidents.

E1.10 Monitoring shall be undertaken on a quarterly basis or other time period as agreed with the Environmental Advisory Group (EAG). The monitoring results shall be made available to the EAG on request.

E1.11 The following measures shall be complied with during the design and installation of the foul drainage treatment and pumping installations:

- i. Equipment control panels shall be located in readily accessible locations with very low flood risk potential.
- ii. Alarm systems shall be provided to ensure rapid response to any potential major pollution risk to the primary surface water drainage system.
- iii. Vehicular access shall be provided to meet the operation and maintenance requirements of the selected treatment and pumping facilities.
- iv. Wet well venting shall be implemented in accordance with the Dangerous Substances and Explosive Atmosphere Regulations (DSEAR). These regulations will identify potentially hazardous zones that will in turn impact on the location of pumping stations and vent columns in proximity to buildings.
- v. A sampling chamber, the design of which shall be agreed with the Environment Agency, shall be provided downstream of each treatment plant and any tertiary treatment that is provided to allow sampling and flow measurement of the final effluent.
- vi. The risk of pollution from mechanical/electrical/process failure shall be evaluated to inform the choice of installation design solutions.

E1.12 Analysis has shown that where dilution of treated effluent with base flows in the swale system to a ratio of 8:1 can be achieved, the treated effluent quality discharged into the swales should be at least SS 30 mg/l; BOD 20 mg/l and NH₃-N 20mg/l.

E1.13 The EA will set effluent quality conditions as part of the Environmental Permit for each installation. The effluent quality required for each treatment plant will be decided on a case by case basis and the level of treatment necessary determined accordingly.

E1.14 A sampling chamber agreed with the Environment Agency, shall be installed downstream of the treatment process to allow sampling and testing of the final effluent prior to discharge to the watercourse. The sampling point shall be identified by signage.

E1.15 The treated effluent may be drained to an on-plot lagoon containing reeds, which could form part of the treatment process. The final effluent compliance monitoring point shall be located after all the treatment processes. Some treated effluent may soak away through the base of the lagoon. This may require a permit from the Environment Agency under the Groundwater Regulations 2010. Based on the results of a percolation test, the unlined on-plot lagoon could have an appropriate area to allow some of the effluent from the treatment plant to drain away into the ground. However, this percolation should not be relied upon as part of the means of effluent disposal.

E1.16 Where possible, flow to the lagoon shall be by gravity. Wherever pumping is required a pumping arrangement with duty/standby submersible pumps shall be installed.

E1.17 The foul water drainage networks for the plots shall be designed in line with Building Regulations Approved Document H, BS EN 752, Civil Engineering Specification for the Water Industry (CESWI) 7th Edition and Sewers for Adoption 7th Edition as applicable to pass flows based on the proposed occupancy of the site and the likely water demand.

E1.18 Pollution Prevention Guidelines "Treatment and Disposal of Foul Sewage where no Foul Sewer is Available" (PPG4), or the latest equivalent guidance, shall be used as a guide for the treatment and disposal of sewage.

E2 Surface Water Drainage

E2.1 The surface water drainage for the plots shall be designed in line with Building Regulations Approved Document H, BS EN752, Sewers for Adoption 7th Edition and best practice guidance to pass the 1 in 2 year flow without surcharge in the system.

E2.2 Sustainable methods of surface water collection, conveyance, disposal and attenuation shall be preferred over traditional methods and shall be implemented on each plot wherever practicable to CIRIA 697 (or latest equivalent guidance) to withstand flooding up to the 1 in 30 year return period.

E2.3 Flooding for flows up to 1 in 100 year return period + 25% allowance for climate change may be contained within low-risk areas such as car parks and landscaped areas within the plot boundary or from both Southern and Northern Zone plots as shown on Figure 15, and may be pumped or overflow to the Logistic Park swale.

E2.4 Surface water runoff from the plots in the Southern Zone shall be discharged to the Park swale either by gravity at an unlimited rate or pumped at a maximum rate of 90 litres per second per hectare.

E2.5 Surface water runoff from the Northern Zone plots (as shown on Figure 16) shall be pumped into on-plot balancing storage facilities which will then outfall at a controlled discharge rate into the adjacent Stanford Boundary Drain (SBD). If the maximum discharge rate is reached then it will also discharge into the Park swale either by gravity at an unlimited rate or pumped at a maximum rate of 90 litres per second per hectare.

E2.6 The allowable discharge to SBD shall be limited to the equivalent Greenfield runoff rate as calculated in accordance the Institute of Hydrology Report No. 124, i.e. QBAR = 2.6l/s/ha; 1 in 30 year return period = 6.0l/s/ha; 1 in 100 year return period = 8.4l/s/ha.

E2.7 Occupiers shall undertake their own risk assessment of their plot, given the nature of their business, and provide back-up pumps and power if necessary.

Table 11: Summary of Design Parameters

Item	Parameter	Nominal
Allowable Discharge	To Northern Plots to Stanford Boundary Drain	8.4 l/s/ha
	From Southern Plots to the Swale - by gravity	Unlimited
	From Southern Plots to the Swale - by pumping	90 l/s/ha
Design Standard	On-Plot drainage system	1 in 30 year without flooding 1 in 100 year + 25% Climate Change with flooding routed to safe areas such as car parks or pumped to the swale (Southern Plots only)
	Final effluent consent	To be determined through environmental permit

E3 Pollution Control

E3.1 A Pollution Prevention Plan shall be prepared for each plot by the occupier. It shall have regard to the processes and risks associated with the proposed business activities and this shall be made available for inspection at any time. Equipment to contain spillages, including oil booms but also drain blockers and dams to contain soluble pollutants shall be made readily available.

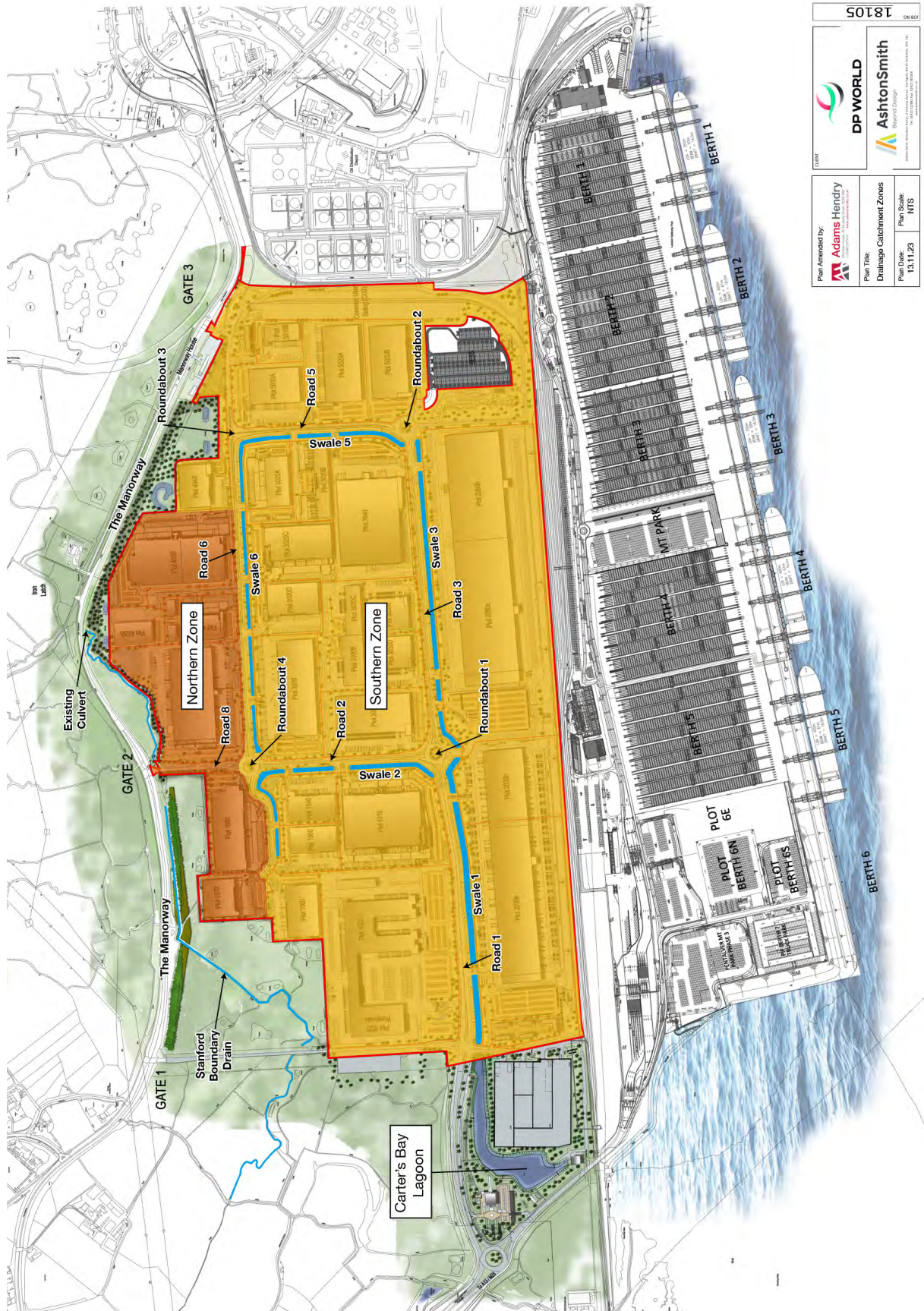
E3.2 The swales alongside plot access roads throughout the site shall be inspected, at least on a weekly basis, for signs of pollution, such as oil on the water surface. A programme of monitoring the water quality in the swales and the treatment plant discharges thereto shall be agreed with the Environment Agency prior to occupation of the plots. Where pollution is evident, as with visible oil, appropriate clean-up measures, such as absorbent booms shall be used to remove it. Oil booms shall be removed on completion of the clean-up to avoid re-release of oil or potential blockages.

E3.3 The drainage system from each plot shall require oil separators, grease traps and other containment at source, as necessary for the nature of each business.

E3.4 Any oil, fuel or chemical storage tanks, buildings, ancillary handling facilities, filling, drawing and overflow pipes shall be enclosed within an impervious bunded area of at least 110% of the tank capacity and the bunded area shall be fully constructed in accordance with current Oil Storage Regulations before the relevant part of the development to which it first relates is first occupied or brought into use.

E3.5 Parking areas in excess of 50 spaces, and areas accessed by commercial vehicles or HGV's, shall be drained to the drainage network via an on-site oil separator designed in

Figure 16: Drainage catchment zones



Plan Amended By: Adams Hendry ARCHITECTS	Plan Title: Drainage Catchment Zones	Client: DP WORLD	Scale: 1:810
Plan Date: 13.11.23	Plan Scale: M/S	AshtonSmith Beyond Design	

accordance with Pollution Prevention Guidelines 'Use and Design of Oil Separators' (PPG3). Silt shall be managed at source.

E3.6 In the event of a major pollution incident occurring on-plot, the system shall be isolated or discharge to the swale shall be shut down until the pollution incident has been cleaned up.

E3.7 Plot drainage shall be separated from the main surface water drainage system at the following locations to allow for the containment of pollutants:

- Loading areas where spillage of cargo may occur;
- Skip/waste storage areas;
- Areas where chemicals and oils are stored;
- Boiler/chiller areas where condensates are discharged.

In areas where there is a high risk of spills, penstocks should be installed in the drainage, to limit the risk of pollution to the main surface water drainage system.

E3.8 On-plot vehicle fuelling point or lorry/car washing facilities shall be isolated and any surface water runoff shall be discharged to the foul drainage system, provided the foul drainage system is designed to treat this, before discharging into the swale. Alternatively, this run-off shall be treated as trade effluent, and shall be isolated and taken off site for disposal at a licensed facility.

E3.9 Any effluent other than of a domestic nature shall be isolated, taken off site for disposal or treated separately as appropriate.

E3.10 Surface water runoff from waste storage areas and any other high risk areas shall be treated appropriately and discharged in accordance with relevant Building Regulations, PPG and SUDS guidance.

Part 2: Infrastructure Standards

PART 2: Infrastructure Standards

F Highway Design Standards

F1.0 The following highway design standards shall apply to the construction of internal site access roads, footways and cycleways. Road infrastructure connections for each phase of development shall be provided to wearing course prior to operational use of any building.

F1 Internal Access Roads

F1.1 The general layout and hierarchy of the internal access roads is shown on Figure 17.

F1.2 The primary infrastructure corridors, including dual carriageways have been constructed to accommodate the road carriageway, service corridors, verges (including a shared use cycleway and footway) and landscaped drainage channel (swales).

F1.3 Remaining single carriageway roads shall be constructed to the dimensional standards identified on the cross sectional drawings set out at Figure 18.

F1.4 Save for wayfinding signage all roads shall be constructed in accordance with requirements set out in the Design Manual for Roads and Bridges (DMRB).

F1.5 Security fences or gates shall not obscure sight lines of any junction on the public highway or any vehicular access to the highway.

F2 Road Drainage

F2.1 The carriageways remaining to be constructed in the Park shall be provided with infiltration drains to intercept surface water runoff and allow it to soak into the fill and filter drains to intercept the silt and minimise the requirement for periodic de-silting of the channel.

F3 Pollution Control

F3.1 Equipment to contain spillages including oil booms, drain blockers and dams to contain soluble pollutants, shall be made readily available by London Gateway Services Limited (LGSL).

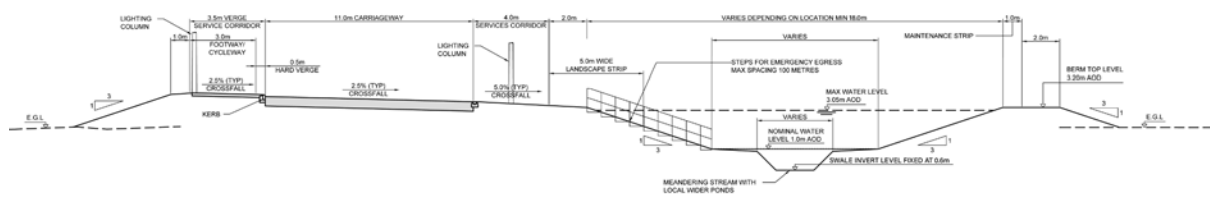
F3.2 Spillage containment facilities shall be provided at roundabouts and major junctions where an increased risk of vehicle collision/overturning exists. Slots for stop logs at the upstream end of the culverts shall be included within the design of the culverts.

F4 Materials

F4.1 Materials for road construction shall be compliant with the appropriate British Standard or other relevant specification.

F4.2 Secondary roads to be constructed and development plot entrances shall be predominantly asphalt.

F4.3 Standard profile concrete kerbs shall be used adjacent to footpaths / cycleways. High profile concrete kerbs shall be used at HGV entrances and HGV accessible locations.

Figure 18: Single carriageway cross section

F4.4 Road marking shall be in white or yellow thermoplastic paint and kerbs shall be used to provide protection to pedestrian areas.

F4.5 When available, suitably recycled, locally sourced and low carbon materials shall be used where these conform to the necessary standards and will meet the necessary performance standards or specification.

Standards for Footpaths and Cycleways

F4.6 Footways/cycleways shall be a minimum of 3m width.

F4.7 Where footways/cycleways are liable to vehicle over-run, materials shall be restricted to:

- Bituminous materials to DMRB standards unless there is a need to match existing paths surfaced with Hot Rolled Asphalt (HRA).
- Resin bound material - Highways Authorities Product Approval Scheme (HAPAS) certified with a minimum design life of 25 years.
- Where appropriate, concrete block paving, including tumbled blocks, 100mm x 200mm x 80mm.

F4.8 Where the footway will not be over run or otherwise damaged by vehicles the following paving may be used in addition to that noted above.

- 400mm x 400mm x 65mm standard concrete paving slabs.
- 400mm x 400mm x 65mm textured concrete paving slabs.

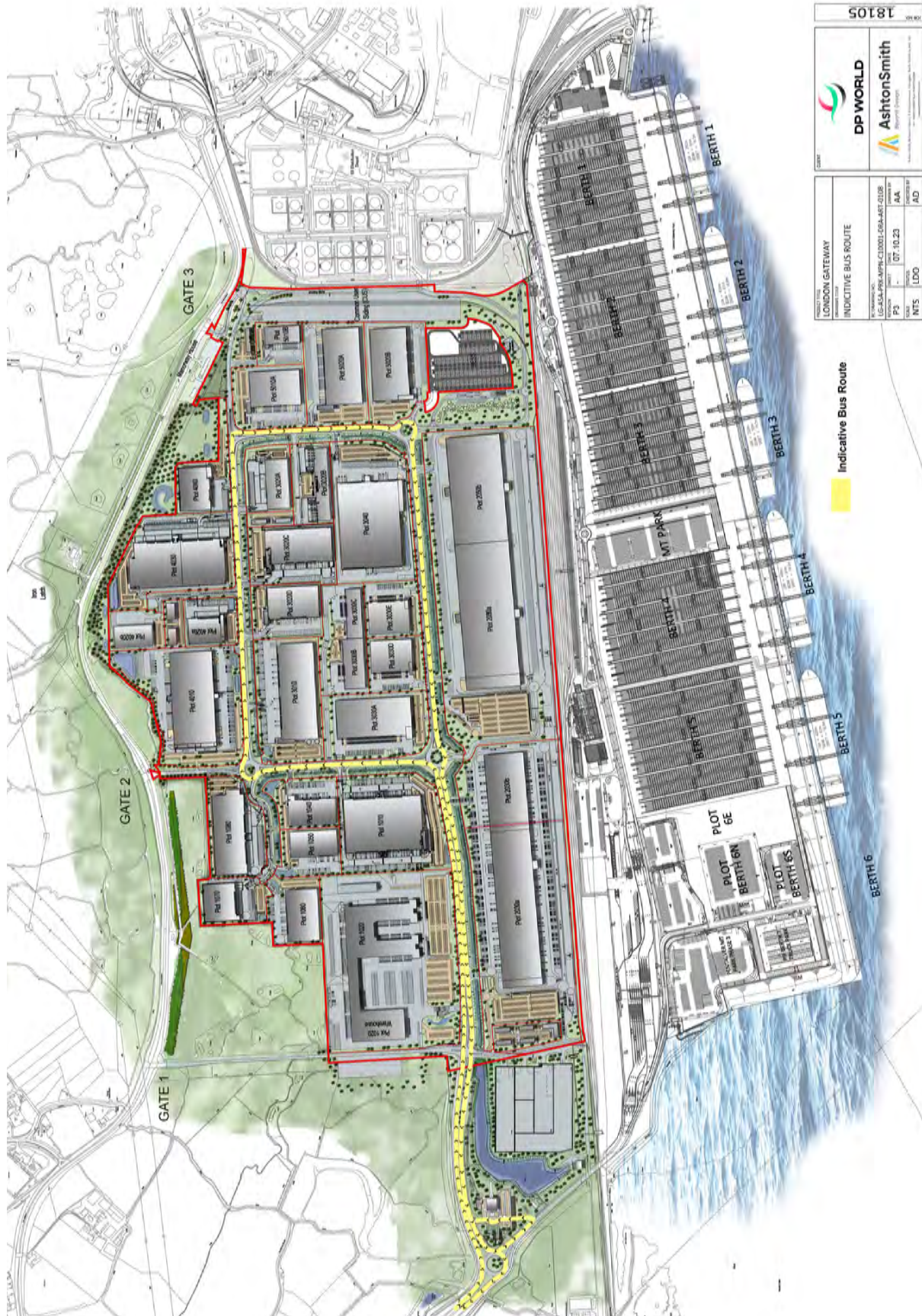
F5 Bus routes and facilities

F5.1 An indicative bus route through the logistics park is shown on Figure 19. Prior to the implementation of a public bus service, which routes into the logistics park, raised level bus stop kerbs shall be incorporated in positions which are first submitted to and approved by the London Gateway Travel Plan Committee along the bus route to create a level entry platform.

F5.2 A bus stop flag with timetable case shall be provided at all bus stops. Where appropriate the flag shall be attached to other street furniture to minimise clutter, otherwise it shall be fitted to a proprietary bus stop pole. Bus stop pole, flags and timetable cases shall be from the current range set out in the Essex County Council Street Materials Guide or any such subsequent guidance as may be produced by Thurrock Council.

F5.3 Where provided, bus shelters shall be metal framed in black to RAL 9005, with a low barrelled or vaulted roof. Shelters shall be fitted with end panels to provide protection from the weather with a clear view panel on the bus approach side. Shelters shall be in accordance with

Figure 19: Indicative bus route plan



the Accessible Bus Stop Design Guide (Bus Priority Team technical advice note BP1/06 January 2006) prepared by Transport for London (TFL) or the latest equivalent guidance.

F5.4 Bus shelters shall be fitted with bench seating with armrests, although perch seating may be installed if space is limited. All bus shelters shall be fitted with plates showing the bus stop name on the kerb face and at both ends and shall have an information board installed.

F6 Soft landscaping

Infrastructure Corridors

F6.1 Landscaping aligning the infrastructure roads shall include a range of planting treatments created in linear sections not exceeding 80m in length.

F6.2 The central reservation of infrastructure roads shall be planted, alternating between single species formal hedgerows and groundcover shrubs. Hedgerow / shrub planting sections shall not exceed 40m in length.

F6.3 Landscaping aligning the secondary infrastructure roads shall be predominantly native and smaller in scale than that proposed on primary infrastructure roads.

F6.4 A native hedgerow shall be planted where 10m planted buffer strips on plots abut infrastructure areas to establish a dense edge and deter access.

F6.5 Service corridors aligning infrastructure roads shall be predominantly grass seeded or turfed, with the occasional block of ground cover planting to provide low level screening and to discourage public access to the swales.

F6.6 The planting schemes shall take into consideration the required visibility for road users.

Plot Entrances

F6.7 Specimen trees, ornamental shrub planting and formal hedgerows shall be permitted at key nodes to provide interest.

F7 Lighting Requirements

General Considerations

F7.1 The general standards set out for Plots at paragraphs B8.38 – B8.40 shall apply to all exterior lighting across the site. References to lighting equipment are indicative and may be amended subject to achieving the stated performance requirements.

F7.2 Lighting equipment when installed, shall meet the lighting constraints defined in ILP Guidance Notes GN01/21 for the control of obtrusive light for the Environmental Zone applicable to the location of the site (see Figure 6). Additional care shall be taken to minimise light spill and glare from any lighting installed by ensuring the correct luminaire is selected and installed in line with the recommendations within CIE 2017 and ILP GN01/21. The design shall ensure the mounting heights employed are the minimum necessary to achieve the lighting performance requirements. Illuminance levels shall not exceed 1.0 lux at 25m from the Site boundary and 0.1 lux at 50m from the Site boundary. When lighting levels are measured, meter readings should be within tolerance as per BS667:2005 – Table 2.

F7.3 Lighting columns shall have foundations suited to the ground conditions to maintain lifetime stability and safety and may need to be piled.

F7.4 Where items of equipment outside of plot boundaries may require emergency maintenance works (i.e. penstocks), local task lighting may be installed in accordance with the Chapter 24 of the CIBSE SLL Lighting Handbook 2018. These are to be controlled to ensure that such lighting is only energised during the maintenance operation.

Lighting Classes

F7.5 The lighting classes for roads footways and cycleways would be as set out in BS 5489-1: 2020 Code of practice for the design of road lighting – Part 1: Lighting of roads and public amenity areas or as subsequently modified and BS EN 13201:2015 Road Lighting. The lighting classes for outdoor work areas would be as set out in BS EN 12464-2:2014 Light and Lighting – Lighting of workplaces; Part 2: Outdoor work places.

Primary and Secondary Roads

Performance Requirements

F7.6 The lighting of secondary roads shall be designed to lighting class ME3b of BS5489-1:2020. The performance requirements are:

Average luminance, L_{av} :	1.0cd/m ²
Overall Uniformity, U_o :	0.40 minimum
Longitudinal Uniformity, U_l :	0.60 minimum
Threshold Increment, TI :	15% maximum

F7.7 At roundabouts and junctions luminance performance criteria shall not apply and these should be treated as Conflict Areas where CE class illuminance criteria shall apply.

F7.8 At junctions with primary or secondary roads, the lighting shall meet class CE2 of BS 5489-1 as follows:

Average illuminance, E_{av} :	20 lux
Overall Uniformity, U_o :	0.40 minimum

Equipment details

Luminaire and lamp:	Blade style luminaire with SR100—35 – 40 degree optics, $RA > 60$, colour $< 3000K$, 13,000 luminaire lumen output, incorporating 7 pin mini NEMA socket for lighting management system
Lighting column and bracket:	Thorlux Starbeam or similar, column and bracket or equivalent of 10m maximum height
Mounting attitude:	Zero inclination

Installation Geometry

F7.9 Single Carriageway: Lighting columns shall be mounted in a single sided arrangement at the rear of the cycleway/footway at a nominal longitudinal spacing of 36m.

Lighting for Formal Footways and Cycleways

F7.10 Where there is a footway or cycleway alongside the carriageway, the Surround Ratio of the luminaires installed for the carriageway lighting shall provide sufficient lighting of the footway and cycleway without the need for supplementary lighting.

F7.11 Where footways are remote from other lit areas dedicated lighting shall be provided to lighting class S4 of BS 5489-1.

Performance Requirements

F7.12 The performance requirement for lighting class S4 is:

Average illuminance, Eav:	5 to 7.5 lux
Minimum illuminance, Emin:	1.0 lux

F7.13 This level can be further reduced dependent upon the Ra and the S/P ratio of the lamp in accordance with Clause A 3.3.3 of BS5489-1:2020.

Equipment Details

Luminaire and lamp:	Slade style luminaire with SR100 35 – 40 degree optics, RA>60, Colour < 3000K, 13,000 luminaire lumen output circa 13,000 incorporating 7 pin mini NEMA socket for lighting management system
Lighting column and bracket:	Raising and lowering column and 0.5m bracket of 5m maximum height.
Mounting attitude:	Zero inclination

Installation Geometry

F7.14 Single Carriageway: Lighting columns shall be mounted in accordance with the requirements of Paragraph F7.9.

Lighting for Bus Stops

F7.15 Lighting columns shall be positioned so as not to obstruct bus doors and shall be located outside the boarding/alighting zone. An enhanced level of street lighting shall not be necessary at bus stops.

F7.16 Electrical supply for bus shelter lighting and communications shall not originate from the street lighting supplies.

F8 Signage

F8.1 Estate signage shall accord with Traffic Signs Regulations and General Directions 1981 (or any revisions thereto) to maintain a coordinated appearance to the development.

F9 Emergency Access

F9.1 Gates 1, 2 and 3 shall be utilised to provide an alternative access route for emergency vehicles. These routes shall comprise a minimum of single lane roadways of 3.7m width with locked gates to the perimeter of the site.

F9.2 Access requirements for fire and rescue vehicles shall comply with Part B, Section 16 of the Building Regulations (Volume 2, 2006 Edition, Amended 2007 and 2010).

G Park Drainage Standards

G1 Surface Water Drainage

G1.1 The runoff from the road network shall drain via a network of swales to a balancing pond (Carter's Bay Lagoon) before being pumped to the River Thames.

G2 Swales

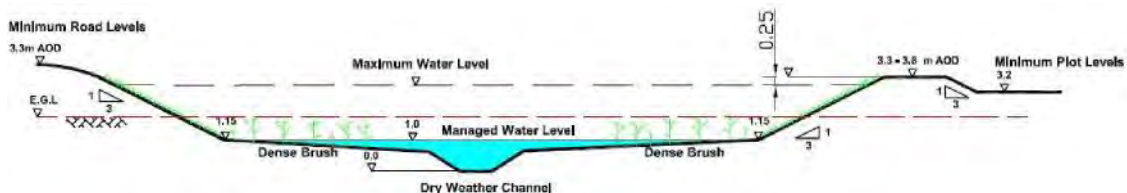
G2.1 A network of swales shall act as the arteries of the drainage system, conveying the flow to the balancing pond. The swales will also act as a balancing and storage system under storm conditions.

G2.2 The swales shall be sized to fit within the corridor allowed in the Masterplan. The overall widths of the swales may vary between 18m to 26m. The invert level of the swales shall be set at 0.6m AOD at the head falling to Ordnance Datum (0.0m AOD) at the outfall to Carter's Bay Lagoon. Culverts shall be used at road crossings and entrances to plots.

G2.3 The depth of water flow in any swale shall be limited to allow a minimum freeboard 0.25m during the 1 in 100 year event + 25% allowance for climate change to provide a margin of safety against flooding.

G2.4 A typical swale cross section is shown in Figure 20 below:

Figure 20: Swale cross section



G2.5 The maximum water level at the heads of the swales shall be approximately 3.31m AOD. A minimum clean water flow in the swales shall be ensured at all times to provide the required dilution for the treated sewage effluent discharging from the plots as required by the Environmental Permit. The approach on how this will be achieved shall be agreed with the Environment Agency, in advance.

G2.6 The groundwater table varies across the site. The base of the swales is expected to be permanently submerged within the groundwater table. The groundwater level is expected to be between approximately 1.25m AOD at the head of the system and 1.0m AOD at the receiving lagoon. Adjacent to the permanent water shall be an area of landscaping described as "dense brush".

Planting Regime in Swales and Ponds

G2.7 The swales shall contain a combination of planting treatments, including meadow and damp tolerant wild flora seeding, marginal / aquatic planting, native shrub planting and standard

tree planting. Variation shall be achieved along their length through the use of differing plant species.

G2.8 The composition of the wildflower seed mix shall include species that are able to thrive in drier conditions at the upper margins of wetlands and damp tolerant varieties capable of establishing on the lower slopes.

G2.9 Species selection for marginal plants shall be robust and able to cope with changes in water level. Over time there shall be a subtle adaptation in the planting scheme in response to fluctuations in water level and management techniques.

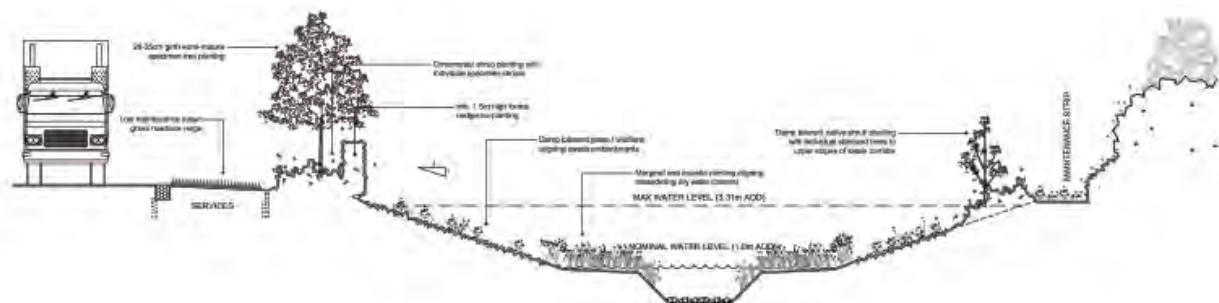
G2.10 Hedgerows and shrub planting shall be provided along the swale corridor (see Figure 21) to provide low level screening and to discourage public access to the swales and guide movement. Timber knee rails shall be installed as a guide to pedestrians where planting is not otherwise present.

G2.11 Drainage swales aligning the infrastructure roads shall include a range of native planting treatments along their length. Whilst narrower than those adjacent to the primary infrastructure roads, drainage swales on secondary roads shall still include a range of planting treatments.

G2.12 Steps shall be incorporated into drainage swales to allow access for maintenance and safety. Slopes within swales and water bodies shall not exceed a maximum gradient of 1:3.

G2.13 For safety, where stepped access is not otherwise provided, water bodies shall be designed to accommodate areas where the maximum gradient does not exceed a slope of 1:5.

Figure 21: The Drainage Swales, Wetlands and Edge Landscape



G3 Standby Generator

G3.1 A standby generator shall be installed adjacent to the pumping station when approximately 70% of the site is occupied.

G4 Pollution Control

G4.1 Equipment to contain spillages, including oil booms but also drain blockers and dams to contain soluble pollutants shall be made readily available by LGSL.

G4.2 Slots for stop logs at the upstream end of the culverts carrying the swales beneath Park roads and plot accesses shall be included within the design of culverts.

G4.3 The swale drainage systems may be provided with planting and reed beds that promote treatment, where feasible to do so, without compromising their primary purpose of conveying water to the pumping stations.

G5 Operation and Maintenance

G5.1 The swale shall be maintained through a simple regime of occasional grass cutting, annual clearance of more excessive vegetation and major clearance / reshaping every 5 to 10 years.

Table 12: Summary of Design Parameters

Item	Parameter	Nominal	Minimum	Maximum
Swale	Width		18m	26m
	Depth		2.8m	3.4m
	Water level		1m AOD	3.31m AOD
	Water depth		1m	3m
	Side slope	1:3		
	Dry weather channel – side slope	1:2		
	Dry weather channel – base wide	1m		
	Road crossing culvert effective area		2 sq.m	4 sq.m
Design Standard	Swale	1 in 100 year + 25% Climate Change		

H Land Raising

H1 Land Raising

H1.1 Earth re-profiling shall raise the site to the levels set out in Section D of the CoCP. The raised site shall be tied into the existing landform along its edge at a gradient not exceeding 1:3.

H1.2 The fill material for land raising shall meet the requirements of the Environmental Permit (Reference EPRIYP3691 EK/A001).

I General Landscaping Requirements

I1 Soft Landscape Specification

I1.1 Native shrub, woodland planting and areas of mown and wildflower grassland shall predominate unless otherwise described in this Design Code.

11.2 Plant species in general will include (but will not necessarily be restricted to) those listed within Appendix 1.

12 Edge of Site

12.1 Re-graded slopes to plots shall be aligned along their upper edge by standard trees in a native hedgerow. Understorey and woodland planting will also be established on a minimum of 50% of the remaining slope area.

13 Street Furniture, Boundary Treatments & Feature Elements

13.1 Street furniture and boundary features within infrastructure corridors shall be selected to provide visual interest to the scheme and respond to the individual needs of each development phase.

13.2 Street furniture (i.e. seating, cycle storage) shall be grouped together and located in close proximity to key building entrances.

13.3 Street furniture products shall be applied in families which are complementary to one another.

Finishes

13.4 All street furniture items shall conform to the following finishes:

- Timber elements: FSC certified hardwood (Iroko, Oak or similar).
- Stainless steel elements: Grade 316 stainless steel (satin polished or brushed finish).
- Galvanised elements: Hot dip galvanised to BS EN ISO 1461.
- Concrete elements: White / light grey smooth finish.
- Powder coated galvanised mild steel elements: RAL 7016 Anthracite Grey.

13.5 All boundary treatments shall closely reflect the ranges specified in Part A, Section C2.

Bollards:

- shall be manufactured in galvanised steel or brushed grade 316 stainless steel.
- shall be tubular with a flat or domed top or square with a flat top.
- may vary in height from 900-1200mm and in section from 76mm to 204mm diameter depending on their intended use.
- may include reflective banding, recessed banding, internal luminaries and other
- may be fixed, collapsible, telescopic, retracting or removable depending on their intended use.
- unless required to do otherwise all bollards will be root fixed below ground.



Manufacturers (or similar)

Broxap (www.broxap.com)	Heavy Duty Bollard
Bailey Streetscene (www.baileystreetscene.co.uk)	Steel Bollard
Woodhouse (www.woodhouse.co.uk)	Geo Bollard

Seating:

- shall be composite galvanized steel or brushed grade 316 stainless steel with FSC hardwood timber; or pre-cast smooth finished concrete.
- may include backrests, armrests, centre armrests and anti-skateboard devices.
- shall be root fixed below ground where manufactured in composite steel and timber.
- Concrete seating units will be of sufficient weight to resist movement.



Manufacturers (or similar)

Factory Furniture (www.factoryfurniture.co.uk)	Soca Bench
Falco (www.falco.co.uk)	FalcoBloc Bench
Woodhouse (www.woodhouse.co.uk)	Geo Bench

Litter Bins / Cigarette Ash Waste Bins:

- shall be manufactured in galvanised steel or brushed grade 316 stainless steel and may include areas of FSC hardwood timber.
- shall be root fixed below ground.
- shall have side apertures to minimise rainwater ingress.
- shall be powder coated galvanised steel in RAL 7016 Anthracite Grey
- maintenance access entry points shall be fitted with secure locking devices.



Manufacturers (or similar)

Factory Furniture (www.factoryfurniture.co.uk)	Large Round Bin
Falco (www.falco.co.uk)	FalcoBloc Bin
Voss (www.vossstreetfurniture.co.uk)	LB10t Litter Bin

13.6 Additional street furniture items may be incorporated into the development. Where required, selection shall reflect the character indicated within the street furniture ranges specified.

I3.7 The detailed specification for boundary treatment set out at Part 1 Section C2 of this document shall also apply across all off-plot areas of the site where required.

Feature Elements

I3.8 Lighting of landscaped areas for aesthetic effect may be provided in accordance with the product specification set out at Part 1 Section C3.

I4 Landscape Management Plan

I4.1 A coherent, strategic and integrated approach to the management and maintenance of the soft landscape components associated with the development shall be adopted in accordance with the Landscape Management Plan set out at Appendix 2 to ensure the successful establishment of vegetation and overall integration works within the surrounding landscape.

J Service Infrastructure

J1.0 Service infrastructure upgrades to serve the development have been implemented.

J1 Gas Supply

J1.1 A new gas main has been connected to the existing Mains (high/intermediate/medium pressures) that runs parallel to the Manorway on the northern edge of the site. It is routed through to Gate 2 where it runs in parallel with the central access road to individual plot gas governor/governor meters throughout the Park.

J2 Potable and Non-Potable Water Supply

J2.1 Potable water supply is drawn from the existing Essex and Suffolk network which has been routed throughout the Park via Gates 1 and 2.

J2.2 Measures to reduce potable water consumption shall be implemented where practicable following an appropriate feasibility study. Non-potable water shall be used for landscape maintenance wherever possible through the re-use and recycling of rainwater, the import of treated effluent from nearby wastewater treatment facilities or abstraction from shallow groundwater and/or drainage swales on site, taking account of site constraints and license requirements. Abstractions from controlled water including groundwater shall be undertaken only following due process and permitting under the Water Resources Act. A rainwater harvesting system shall be used to supply all toilets in the buildings. Where occupiers require HGV wash facilities, non-potable water shall be used wherever possible through the re-use of recycling of rainwater unless it can be demonstrated that it is unviable.

J3 Electricity Supply

J3.1 An 11kV distribution network has been installed across the site to serve individual plot requirements. The 11kV distribution network is fed from three 33kV/11kV primary substations, which are fed from the 33kV switching station.

J4 Telecommunications

J4.1 The new fibre optic and traditional copper lines required branch off from the surrounding BT network. In addition a new fibre optic network has been provided. These currently run from The Manorway roundabout to Coryton roundabout parallel with the south side of the road and follow existing cabling through Gate 1 and 3 and along the existing access road.

J4.2 A private fibre optic network has been installed in the infrastructure service corridors to support communications of various items such as CCTV, WLAN, BMS, ANPR and access control systems.

J5 Fire fighting systems

J5.1 Fire hydrants, sprinkler mains and sprinkler storage tanks shall be appropriately sited, as required.

J6 Utility Infrastructure

J6.1 Inspection and access chambers, junction boxes, cabinets and feeder pillars shall be located where they will not affect highway safety, cause unreasonable inconvenience to any user of the road network, or detract from the character of the street.

J6.2 Utility infrastructure shall usually be accommodated within the main infrastructure corridors (within 2m of ground level) and within road verges or footpaths.

J6.3 Alternative routes or variations to the corridor dimension shall be considered where appropriate to meet the specific requirements of a development. To ensure that all parties are agreeable to such alternatives or variations, the developer shall obtain the written agreement of each individual service provider and any other party who would be affected.

J7 Sub-stations, Pumping Houses and Other Non-commercial Buildings

J7.1 Sub-stations, transformers, ring main units, pumping houses, and gas kiosks shall be constructed using the following materials:

Sub Stations: GRP, RAL 6005 British Racing Green

Transformers: GRP, RAL 6005 British Racing Green

Ring Main Units: GRP, RAL 6005 British Racing Green

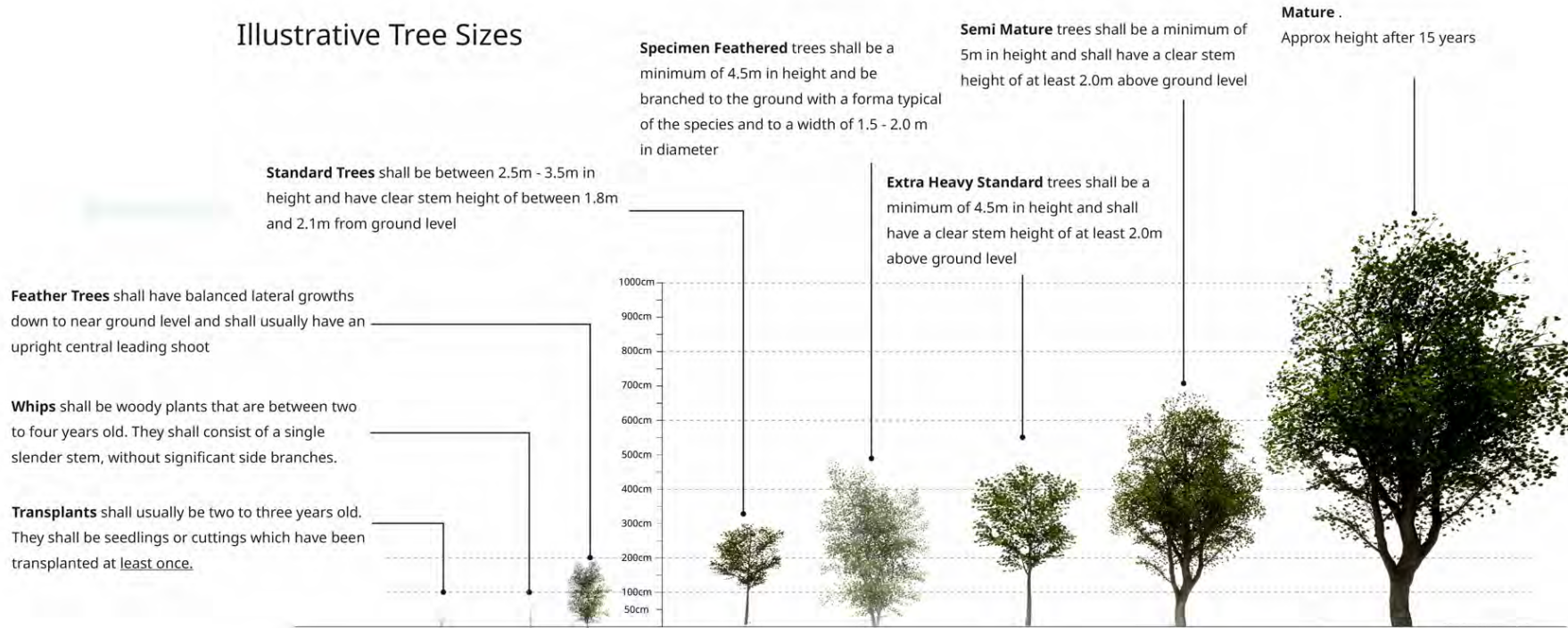
Pumping Houses: GRP, to the standard colours set out in Part 1, Section A4.8

Gas Kiosks: Polyester resin, RAL 6005, British Racing Green.

**Appendix 1:
Soft Landscape Palette**

Soft landscaping across the site shall be selected to provide interest and vibrancy to the development; to meet the specific site conditions experienced at London Gateway; and to optimise wildlife benefit and potential for habitat creation. Selection shall include (but shall not necessarily be restricted to) the following palette of tree, plant and seed species.

Illustrative Tree Sizes



Specimen Trees

Specimen trees shall include Semi Mature, Extra Heavy Standard and Specimen Feathered species in advanced state of growth. Tree species shall be planted within woodland areas to create a high canopy structure and within the park (singularly, in small groups and as linear blocks) to provide structure and a sense of scale against the large built form. Tree planting aligning the infrastructure roads shall provide a distinctive identity to the park, with larger species focussed at key nodes, such as roundabouts, entrance points, etc. Semi Mature trees shall be secured below ground in 2.0m x 2.0m x1.0m tree pit; Extra Heavy Standards trees shall be supported with double staked, cross bar, rubber tie and spacer in a 1.5m x 1.5m x 1.0m tree pit; Feathered trees shall be supported with double staked, rubber ties and spacers in a 0.6m x 0.6m x 0.6m tree pit, Multistem trees shall be secured below ground in 1.2 x 1.2m x0.8m tree pit.

Where specimen trees... are proposed to be arranged in rows or closely spaced groups these shall be of the same species and specification.

Tree selection shall include, but shall not necessarily be restricted to, the following species.

Species	Form	Minimum	Root Type	Supply	Clear Stem
<i>Alnus incana</i> Laciniata	Semi-Mature	20-25cm girth	Rootballed	5.0-5.5m high	min. 2.0m
<i>Betula utilis</i> Jaquemontii	Semi-Mature	20-25cm girth	Container grown	5.0-5.5m high	min. 2.0m
<i>Carpinus betulus</i>	Semi-Mature	20-25cm girth	Rootballed	5.0-5.5m high	min. 2.0m
<i>Pinus</i> (Austrian Pine)	Semi-Mature	3.0-3.5m high	Rootballed	3.0-3.5m high	Min 0.5m
<i>Pinus sylvestris</i>	Semi-Mature	3.0-3.5m high	Rootballed	3.0-3.5m high	min 0.5m
<i>Prunus avium</i>	Semi-Mature	20-25cm girth	Rootballed	5.0-5.5m high	min. 2.0m
<i>Sorbus aria</i> Majestica	Semi-Mature	20-25cm girth	Rootballed	5.0-5.5m high	min. 2.0m
<i>Raxodium distichum</i>	Semi-Mature	20-25cm grith	Rootballed	5.0-5.5m high	min. 2.0m
<i>Acer campestre</i>	Extra Heavy Standard	16-20cm	Rootballed	4.5-5.0m high	min. 2.0m
<i>Alnus glutinosa</i>	Extra Heavy Standard	16-20cm	Rootballed	4.5-5.0m high	min. 2.0m
<i>Betula pendula</i>	Extra Heavy Standard	16-20cm	Rootballed	4.5-5.0m high	min. 2.0m
<i>Carpinus betulus</i>	Extra Heavy Standard	16-20cm	Rootballed	4.5-5.0m high	min. 2.0m
<i>Populus tremula</i>	Extra Heavy Standard	16-20cm	Rootballed	4.5-5.0m high	min. 2.0m
<i>Prunus avium</i>	Extra Heavy Standard	16-20cm	Rootballed	4.5-5.0m high	min. 2.0m
<i>Prunus avium plena</i>	Extra Heavy Standard	16-20cm	Rootballed	4.5-5.0m high	min. 2.0m
<i>Quercus robur</i>	Extra Heavy Standard	16-20cm	Rootballed	4.5-5.0m high	min. 2.0m
<i>Salix alba</i>	Extra Heavy Standard	16-20cm	Rootballed	4.5-5.0m high	min. 2.0m
<i>Betula pendula</i>	Feathered	(width 200mm)	Container grown	min 4.0m high	N/A
<i>Betula pubescens</i>	Feathered	(width 200mm)	Container grown	min 4.0m high	N/A
<i>Populus tremula</i>	Feathered	(width 200mm)	Bare root	min 4.0m high	N/A
<i>Amelanchier lamarckii</i>	Multistem	(width 800mm)	Container grown	min 3.0m high	N/A
<i>Amelanchier Ballerina</i>	Multistem	(width 800mm)	Container grown	min 3.0m high	N/A



Formal Hedgerow Planting

Single species hedgerows shall be used to frame views; provide height to low level planting; and give a formal edge to ornamental shrub planted areas; into trenches wide enough to accommodate root growth; at a minimum density of 4 plants/ linear metre and in a double staggered row.

Species	Specification	Density
Elaeagnos x ebbingei	0.8m-1.0m 15L	4 plants per lin. m
Escallonia rubra macrantha	0.8m-1.0m 15L	4 plants per lin. m
Griselinia littoralis	0.8m-1.0m 15L	4 plants per lin. m
Ligustrum ovalifolium	0.8m-1.0m 15L	4 plants per lin. m
Ligustrum ovalifolium 'Aureum'	0.8m-1.0m 15L	4 plants per lin. m
Prunus lusitanica	0.8m-1.0m 15L	4 plants per lin. m



Ornamental Shrubs, Grasses and Groundcover Planting

Ornamental shrub planting shall be concentrated within accent locations around the development (e.g., roundabout junctions, plot entrance points, etc.). Planting shall include a combination of taller specimen shrub species (achieving in excess of one metre ultimate height), low ground cover species (averaging 600mm height) and specimen shrub planting to provide stature at key points. Throughout the development, shrubs shall be planted in single species groups of 3 to 50sqm. Detailed shrub selection shall ensure groundcover shrubs and those of a more compact nature are located near to the front of planting beds, with those of a more upright form located further to the rear. Planting design shall take into consideration highway visibility splay requirements, ensuring species selection is appropriate to maintain clear visibility within these areas. Plant selection shall include, but shall not necessarily be restricted to, the following species.

Species Shrubs

Species	Specification	Density
Amelanchier canadensis	60-90cm 5L	2 plants per m ²
Amelanchier lamarckii	60-90cm 5L	2 plants per m ²
Berberis frikartii 'Amstelveen'	40-60cm 3L	3 plants per m ²
Ceanothus 'Blue Mound'	40-60cm 3L	3 plants per m ²
Ceanothus thyrsiflorus repens	40-60cm 3L	3 plants per m ²
Choisya ternata 'Sundance'	60-90cm 5L	3 plants per m ²
Choisya x dewitteana 'White Dazzler'	60-90cm 5L	3 plants per m ²
Cistus 'Silver Pink'	30-40cm 3L	3 plants per m ²
Cistus x corbariensis	30-40cm 3L	3 plants per m ²
Cistus x purpureus	30-40cm 3L	3 plants per m ²
Cornus alba 'Elegantissima'	60-90cm 5L	2 plants per m ²
Cornus alba 'Sibirica'	60-90cm 5L	2 plants per m ²
Cornus Baton Rouge	60-90cm 5L	3 plants per m ²
Cornus stolonifera 'Flaviramea'	60-90cm 5L	3 plants per m ²



Cytisus 'Boskoop Ruby'	30-40cm 3L	4 plants per m ²
Cytisus scoparius	30-40cm 3L	4 plants per m ²
Escallonia 'Red Dream'	60-90cm 5L	3 plants per m ²
Euonymus japonicus 'Chedju'	40-60cm 3L	3 plants per m ²
Hebe brachysiphon 'Wiri Mist'	30-40cm 3L	4 plants per m ²
Hebe Green Gem	20-30cm 3L	5 plants per m ²
Hebe pinguifolia 'Sutherlandii'	20-30cm 3L	5 plants per m ²
Hebe 'Sapphire'	40-60cm 3L	3 plants per m ²
Hebe vernicosa	40-60cm 3L	3 plants per m ²
Hebe x franciscana 'Blue Gem'	20-30cm 3L	5 plants per m ²
Hydrangea macrophylla 'Amethyst'	60-90cm 5L	3 plants per m ²
Hydrangea macrophylla 'Magical'	60-90cm 5L	3 plants per m ²
Lavandula hidcote	20-30cm 3L	5 plants per m ²
Lavandula intermedia 'Grosso'	20-30cm 3L	5 plants per m ²
Lonicera nitida 'May green'	30-40cm 3L	4 plants per m ²
Lonicera nitida 'Baggesen's Gold'	30-40cm 3L	4 plants per m ²
Lonicera pileata	30-40cm 3L	4 plants per m ²
Lythrum aureum	40-60cm 3L	3 plants per m ²
Mahonia aquifolium 'Apollo'	40-60cm 3L	3 plants per m ²
Mahonia x media 'Winter Sun'	60-90cm 5L	2 plants per m ²
Myrica haastii	40-60cm 3L	3 plants per m ²
Osmanea burkwoodii	40-60cm 3L	3 plants per m ²
Philadelphus 'Belle Etoile'	40-60cm 3L	3 plants per m ²
Philadelphus 'Snowbelle'	40-60cm 3L	3 plants per m ²
Pinus mugo	30-40cm 5L	3 plants per m ²
Pinus mugo Mini Mops	30-40cm 5L	4 plants per m ²
Pittosporum tenuifolium	40-60cm 3L	3 plants per m ²
Pittosporum tenuifolium 'Tom Thumb'	30-40cm 3L	4 plants per m ²
Rosmarinus 'Miss Jessopp's Upright'	30-40cm 3L	4 plants per m ²
Salix eleagnos 'Rosmarinifolia'	60-90cm 5L	2 plants per m ²
Sambucus Black Lace	60-90cm 5L	2 plants per m ²
Spiraea japonica 'Anthony Waterer'	40-60cm 3L	3 plants per m ²
Spiraea japonica 'Firelight'	40-60cm 3L	3 plants per m ²
Viburnum opulus	40-60cm 3L	2 plants per m ²
Viburnum tinus 'Eve Price'	60-90cm 5L	3 plants per m ²



Viburnum tinus 'Gwenllian'	60-90cm 5L	3 plants per m ²
Vinca minor	15-20cm 3L	6 plants per m ²
Weigela 'Bristol Ruby'	40-60cm 3L	3 plants per m ²

Grasses

Calamagrostis 'Karl Foerster'	Full Pot 3L	4 plants per m ²
Stipa tenuissima 'Pony Tails'	Full Pot 3L	4 plants per m ²
Phormium 'Platts Black'	Full Pot 3L	3 plants per m ²
Pennisetum alopecuroides	Full Pot 3L	4 plants per m ²
Panicum virgatum 'Shenandoah'	Full Pot 3L	4 plants per m ²
Panicum virgatum 'Prairie Sky'	Full Pot 3L	4 plants per m ²
Miscanthus sinensis 'Gracillimus'	Full Pot 3L	4 plants per m ²
Miscanthus 'Kleine Silberspinne'	Full Pot 3L	4 plants per m ²
Miscanthus sinensis 'Zebrinus'	Full Pot 3L	4 plants per m ²
Carex oshimensis 'Evergold'	Full Pot 3L	4 plants per m ²
Carex buchananii 'Red Rooster'	Full Pot 3L	4 plants per m ²

Herbaceous

Geranium 'Brookside'	Full Pot 3L	6 plants per m ²
Geranium 'Johnson's Blue'	Full Pot 3L	6 plants per m ²
Geranium 'Splendens'	Full Pot 3L	8 plants per m ²
Hydrangea x zabelii 'Jos Eijking'	Full Pot 3L	4 plants per m ²
Heuchera 'Palace Purple'	Full Pot 3L	6 plants per m ²
Heuchera Lime Marmalade	Full Pot 3L	6 plants per m ²
Perovskia 'Blue Spire'	Full Pot 3L	4 plants per m ²
Verbena bonariensis	Full Pot 3L	4 plants per m ²



Native Woodland Planting

Woodland planted areas shall establish to form the upper canopy structure across the Development. Species selection and percentage mix shall conform to the densities provided below, with plants arranged on a 1.0m x 1.5m grid. Tree species shall be planted in single species groups of 3-5 within the planting matrix and understorey plants in single species groups of 7-15. Extra Heavy Standard and Feathered trees shall be planted in single species groups at minimum 3.0m spacing. All woodland understorey planting shall be fitted with robust grow tubes supported with a 50x50mm treated softwood stake and all trees mulched (600mm diameter @

Species	Form	size	specification	Height	%
Trees					
Acer campestre	Extra Heavy Standard	14-16cm girth	Rootballed	4.25-5.00m high	3%
Populus var betulifolia	Extra Heavy Standard	14-16cm girth	Rootballed	4.25-5.00m high	2%
Populus tremula	Extra Heavy Standard	14-16cm girth	Rootballed	4.25-5.00m high	3%
Prunus avium	Extra Heavy Standard	14-16cm girth	Rootballed	4.25-5.00m high	2%
Quercus robur	Extra Heavy Standard	14-16cm girth	Rootballed	4.25-5.00m high	3%
Sorbus aucuparia	Extra Heavy Standard	14-16cm girth	Rootballed	4.25-5.00m high	2%
Acer campestre	Feathered		Bare root	1.75-2.00m high	5%
Populus var betulifolia	Feathered		Bare root	1.75-2.00m high	3%
Populus tremula	Feathered		Bare root	1.75-2.00m high	3%
Quercus robur	Feathered		Bare root	1.75-2.00m high	4%
Sorbus aucuparia	Feathered		Bare root	1.75-2.00m high	3%
Understorey					
Acer campestre	Transplant (2+1)		Bare root	60-90cm high	4%
Corylus avellana	Transplant (2+1)		Bare root	60-90cm high	15%
Crataegus monogyna	Transplant (2+1)		Bare root	60-90cm high	15%
Ilex aquifolium	Shrub		5L	60-90cm high	5%
Ligustrum vulgare	Shrub		5L	60-90cm high	5%
Juniperus communis	Shrub		5L	60-90cm high	5%
Taxus baccata	Shrub		5L	60-90cm high	5%
Prunus spinosa	Transplant (2+1)		Bare root	60-90cm high	5%
Quercus robur*	Transplant (2+1)		Bare root	60-90cm high	3%
Salix caprea	Transplant (2+1)		Bare root	60-90cm high	5%



Understorey Native Shrub Planting

Native shrub planting shall be predominate across the development. In combination with Native Woodland planting, it shall create the basis of the landscape infrastructure, providing seasonal interest and the creation of wildlife habitat. Species selection and percentage mix shall conform to the densities provided below, with plants arranged on a 0.75 x 0.75m grid in single species groups of 7-15. Native understorey planting to high profile areas shall be mulched to a depth of 60mm, all stock shall be fitted with robust grow tubes supported with a 50x50mm treated softwood stake.

Species	Form	Specification	Height	%
Understorey				
Cornus sanguinea	Transplant (2+1)	Bare root	60-90cm high	10%
Corylus avellana	Transplant (2+1)	Bare root	60-90cm high	15%
Crataegus monogyna	Transplant (2+1)	Bare root	60-90cm high	20%
Euonymus europaeus	Transplant (2+1)	Bare root	60-90cm high	5%
Ilex aquifolium	Shrub	3L	40-60cm high	7.5%
Juniperus communis	Shrub	3L	40-60cm high	7.5%
Ligustrum vulgare	Shrub	3L	40-60cm high	10%
Prunus spinosa	Transplant (2+1)	Bare root	60-90cm high	10%
Taxus baccata	Shrub	3L	40-60cm high	7.5%
Viburnum opulus	Transplant (2+1)	Bare root	60-90cm high	7.5%



Native Hedgerow Planting

Native hedgerows shall be used to provide a dense, formal edge to native woodland and understorey planted areas. Incorporating a range of species, they shall provide seasonal interest and create a diverse wildlife habitat. Species selection and percentage mix shall conform to the densities provided below, with plants arranged into trenches wide enough to accommodate root growth; at a minimum density of 7 plants/ linear metre; and in a triple staggered row, in single species groups of 3-10 plants. The base of hedgerows shall be mulched to suppress weed growth. ... All stock shall be fitted with robust grow tubes supported with a 50x50mm treated softwood stake.

Species	Form	Specification	Height	%
Cornus sanguinea	Transplant (2+1)	Bare root	60-90cm high	10%
Corylus avellana	Transplant (2+1)	Bare root	60-90cm high	15%
Crataegus monogyna	Transplant (2+1)	Bare root	60-90cm high	20%
Euonymus europaeus	Transplant (2+1)	Bare root	60-90cm high	10%
Ilex aquifolium	Shrub	5L	60-90cm high	7.5%
Ligustrum vulgare	Shrub	5L	60-90cm high	20%
Prunus spinosa	Transplant (2+1)	Bare root	60-90cm high	10%
Viburnum opulus	Transplant (2+1)	Bare root	60-90cm high	7.5%



Wetland Margin / Swale Planting

Native tree and shrub planting shall be established to the upper slopes of wetland areas and swales. Species selection and percentage mix shall conform to the densities provided below, with plants arranged on a 1.0 x 1.0m grid. Tree species (*) shall be planted in single species groups of 3-5 within the planting matrix and shrubs planted in single species groups of 7-15. Standard trees shall be planted at minimum 3.0m spacings within the matrix. Wetland marginal planting shall include a weed suppress weed growth and reduce maintenance requirements. All stock shall be fitted with robust grow tubes supported with a 50x50mm treated softwood stake.

Species	Form	Root Type	Height	%
Acer campestre	Standard (8-10cm)	Bare Root	2.5-3.0m high	2
Alnus glutinosa	Standard (8-10cm)	Bare Root	2.5-3.0m high	4
Prunus avium	Standard (8-10cm)	Bare Root	2.5-3.0m high	2
Quercus robur	Standard (8-10cm)	Bare Root	2.5-3.0m high	2
Salix alba	Standard (8-10cm)	Bare Root	2.5-3.0m high	2
Acer campestre*	Transplant (1+1)	Bare Root	40-60cm high	3
Alnus glutinosa*	Transplant (1+1)	Bare Root	40-60cm high	9
Corylus avellana	Transplant (1+1)	Bare Root	40-60cm high	9
Cataegus monogyna	Transplant (1+1)	Bare Root	40-60cm high	35
Prunus spinosa	Transplant (1+1)	Bare Root	40-60cm high	5
Quercus robus*	Transplant (1+1)	Bare Root	40-60cm high	5
Salix alba*	Transplant (1+1)	Bare Root	40-60cm high	10
Salix caprea	Transplant (1+1)	Bare Root	40-60cm high	7



Marginal / Aquatic Planting

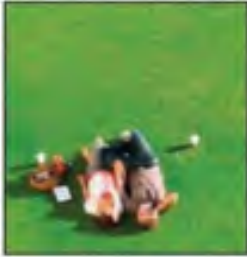
Water bodies and drainage balancing features shall include extensive areas of marginal planting. Shallow planting shelves shall be incorporated into the design of balancing ponds and drainage swales to optimise the visual and habitat benefits of these features. Marginal and aquatic species shall be planted at 5 plants / per sqm. in single species groups of 20-30 plants randomly throughout wetland areas.

Species	Common Name
Callitriche stagnalis	Common water starwort
Lythrum salicaria	Purple-loosestrife
Mentha aquatica	Water mint
Myosotis scorpioides	Water forget me not
Phragmites australis	Common reed
Potamogeton crispus	Curled pondweed
Potamogeton pectinatus	Fennel-like pondweed
Ranunculus aquatilis	Water crowfoot
Veronica beccabunga	Brookline



Seed Mixes

Grass and wildflora seed mixes shall be applied at a rate in accordance with suppliers recommendations. Indicated specification for wildflower areas and wetland / swale areas assumes the use of a clay based landscape fill material. Specification for these areas shall be amended as necessary to reflect findings from soil assessments and agreed with project ecologists prior to sowing.



Seed Mix for Mown Grass Areas

Seed mix for mown grass areas shall be applied to roadside verges, service corridors, within visibility splays, roundabout margins and soft landscaped areas where a more managed appearance is desired.

Seed Mix for Wetland / Swale Areas

Seed mix for wetland / swale areas shall be applied to the embankments of balancing ponds, swales and ditches across the development.

Seed Mix for Shaded Areas

Seed mix for shaded areas shall be applied beneath areas of native woodland planting and understorey native shrub planting to suppress weed establishment.

Seed Mix for Wildflower Areas

Seed mix for wildflower areas shall be applied within open areas where a more 'naturalistic' appearance is acceptable and where temporary earthworks are required.

Species	% Mix
<i>Festuca rubra rubra</i>	30
<i>Lolium perenne</i>	25
<i>Festuca brevipila</i>	20
<i>Cynosurus cristatus</i>	12.5
<i>Agrostis capillaris</i>	10
<i>Trifolium repens</i>	2.5

Wildflora Species (20%)	Grass Species (80%)
<i>Achillea ptarmica</i>	<i>Agrostis capillaris</i>
<i>Angelica sylvestris</i>	<i>Alopecurus pratensis</i>
<i>Caltha palustris</i>	<i>Anthoxanthum odoratum</i>
<i>Cardamine partensis</i>	<i>Cynosurus cristatus</i>
<i>Filipendula ulmaria</i>	<i>Deschampsia cespitosa</i>
<i>Hypericum tetrapterum</i>	<i>Festuca rubra</i>
<i>Iris pseudacorus</i>	
<i>Lotus pedunculatus</i>	
<i>Lycopus europaeus</i>	
<i>Lythrum salicaria</i>	
<i>Pulicaria dysenterica</i>	
<i>Ranunculus acris</i>	
<i>Scrophularia auriculata</i>	
<i>Silene</i>	
<i>Succisa pratensis</i>	

Wildflora Species	% Mix
<i>Festuca rubra</i>	25
<i>Festuca arundinacea</i>	25
<i>Cynosurus cristatus</i>	20
<i>Phleum bertolonii</i>	5
<i>Poa nemoralis</i>	5
<i>Stachys sylvatica</i>	3
<i>Borago officinalis</i>	2.2
<i>Silene dioica</i>	2
<i>Silene latifolia</i>	2
<i>Geum urbanum</i>	2
<i>Teucrium scorodonia</i>	1.5
<i>Galium album</i>	1.1
<i>Tori japonica</i>	1
<i>Filipendula ulmaria</i>	1
<i>Hypericum perforatum</i>	1
<i>Malilotus albus</i>	1
<i>Hyacinthoides non-scripta</i>	0.5
<i>Stellaria holostea</i>	0.5
<i>Digitalis purpurea</i>	0.4
<i>Lychnis flos-cuculi</i>	0.4
<i>Clematis vitalba</i>	0.3
<i>Allium ursinum</i>	0.1

Wildflora Species (20%)	Grass Species (80%)
<i>Achillea millefolium</i>	<i>Agrostis capillaris</i>
<i>Centaurea nigra</i>	<i>Alopecurus pratensis</i>
<i>Galium verum</i>	<i>Anthoxanthum odoratum</i>
<i>Leucanthemum vulgare</i>	<i>Cynosurus cristatus</i>
<i>Lotus comiculatus</i>	<i>Festuca rubra</i>
<i>Plantago lanceolata</i>	<i>Phleum bertolonii</i>
<i>Primula veris</i>	
<i>Prunella vulgaris</i>	
<i>Ranunculus acris</i>	
<i>Rhinanthus minor</i>	
<i>Rumex acetosa</i>	
<i>Silaum silaus</i>	
<i>Silene flos-cuculi</i>	
<i>Trifolium pratense</i>	
<i>Vicia cracca</i>	

Landscape Soils

The development shall include a significant amount of earth re-profiling to raise the site. In addition to the main land raise elements, significant earth shaping shall take place on the individual plots and phases to include mounding and sculpting to enhance enclosure and accommodate drainage requirements. An engineered fill layer shall be used to raise the site and a new 'landscaping soil profile' (to include topsoil and subsoil layers) shall be placed over this fill layer to provide appropriate growing conditions in areas to receive soft landscaping.

Different planting environments require certain soil properties in order to meet their inherent cultural requirements and to minimise the stress caused during transplanting and the establishment phase of a new landscape scheme. In order to ensure that each planting environment has soils that meet its specific requirements, a series of soil types that are likely to be required for the landscape scheme have been identified (see Table 1 below).

Table 1: Soil Types

Soil Type	Planting Environment
Multi-Purpose Topsoil #	Specimen trees in soft landscape areas Ornamental shrubs and groundcover planting Formal hedgerow planting Native woodland planting Understorey native shrub planting Native hedgerow planting Mown grass areas Meadow grass for shaded areas
Low Fertility Topsoil	Wetland margin / swale planting Marginal / aquatic planting Willflower seeded areas (sp. wildflower) Damp tolerant seeded areas (i.e swales / wetlands)
Landscape Subsoil	All soft landscape areas
Urban Tree Soil	Specimen trees in hard landscape areas
Washed Sand	Specimen trees in hard landscape areas

localised adjustments to composition and fertility may be made to suit specific requirements of certain species

Multi-Purpose Topsoil shall either have the soil characteristics of Multipurpose Topsoil (as defined within BS33882:2015) or be a manufactured topsoil specifically developed by a suitably qualified soil scientist to meet the demands of the proposed planting types and species.

Low Fertility Topsoil shall either have the soil characteristics of Specific Purpose - Low Fertility Topsoil (as defined within BS33882:2015) or be a manufactured topsoil specifically developed by a suitably qualified soil scientist to meet the demands of the proposed planting types and species.

Landscape Subsoil shall be a Class 4 granular fill material with a moderate to high drainage rate in order to compliment the overlying topsoils. The quality of the subsoil shall be suitable for the proposed planting types and species.

Urban Tree Soil shall be an engineered topsoil specifically designed to leave space for air, water and root growth and prevent subsidence of the surrounding area.

Washed Sand shall be used as subsoil in the lower part of specimen tree pits in hard landscape areas. Washed sand shall be a suitably graded, quarried washed sand that shall provide sufficient porosity when in a compacted state to allow suitable drainage and aeration.

All landscape soils shall be tested to ensure they are not contaminated with hazardous material or substances including controlled waste: or hazardous wastes: or radioactive wastes. All topsoils shall be tested to ensure they do not contain concentrations of toxins, pathogens or other extraneous substances harmful to plant life. All soils shall be handled in accordance with best practice.

Landscape soils shall be deposited to the vertical depths indicated in Table 2 below.

Table 2: Soil Profiles

Planting Type	Topsoil Thickness	Subsoil Thickness	Soil Profile Thickness
Specimen trees in soft landscape areas	350mm	650mm	1000mm'
Specimen trees in hard landscape areas	600mm	400mm	1000mm
Ornamental shrubs and groundcover planting	350mm	650mm	1000mm'
Formal hedgerow planting	400mm	600mm	1000mm'
Native woodland planting	300mm	700mm	1000mm'
Understorey native shrub planting	300mm	700mm	1000mm'
Native hedgerow planting	300mm	700mm	1000mm'
Wetland margin / swale planting	300mm	200mm	Variable
Marginal / aquatic planting	300mm	200mm	Variable
Mown grass areas	150mm	350mm	500mm
Meadow grass for shaded areas	150mm	350mm	500mm
Willflower seeded areas	150mm	350mm	500mm
Damp tolerant seeded areas	150mm	350mm	500mm

* a proportion of this layer may need to be replaced with gravel for drainage or water attenuation purposes.

Tree Pits

Tree species shall be planted into pits of sizes as indicated in Table 3 below:

Table 3: Tree Pit Sizes and Hedge Trench Sizes

Tree Size	Tree Pit Size
Whips and feathered trees up to 2.5m in height	600 x 600 x 600mm depth
Formal and informal hedgerows	Trenches sufficient to accommodate roots when fully spread
Standard trees	800 x 800 x 600mm depth
Extra heavy standard and feathered specimen trees	1500 x 1500 x 1000mm depth
Semi mature trees	2000 x 2000 x 1000mm depth

**Appendix 2:
Landscape Management Plan**

Appendix 2 - Landscape Management Plan

Introduction

This appendix sets out the requirements for the maintenance of landscape works within the London Gateway Commercial & Logistics Park Development (the development). The scope of this report provides a strategy for the management of existing habitats, new habitats and amenity landscape associated with the development.

The overall aim is to adopt a coherent, strategic and integrated approach to the management and maintenance of the soft landscape components associated with the development; ensuring the successful establishment of vegetation and overall integration works within the surrounding landscape. A management approach that is appropriate to both nature conservation and the users of the site and its amenity.

Key Objectives

- To retain and enhance the value of existing landscape features;
- To successfully establish and integrate new landscape proposals and site vegetation with the surrounding landscape;
- To maximise the nature conservation value of both new and existing habitats on the site;
- To accommodate appropriate public use of the site, by promoting a management regime which is appropriate to the site's role;
- To fulfil legal requirements, including nature conservation, environmental protection and general public safety; and
- To ensure the successful establishment and managed growth of all planting and seeded areas.

Description of the Works

The works are applicable to the maintenance of proposed trees, shrubs, hedgerows, woodland planting, mown grass and meadow grass areas to be implemented; any street furniture or paving to be installed; and any existing vegetation to be retained as part of the Development.

Maintenance work within these areas may include:

- Ground preparation;
- Minor topsoiling;
- Grass cutting;
- Edge trimming;
- Tree, hedge and shrub pruning;
- General tree care;
- Watering;
- Treatment of pests and diseases;
- Creation of habitat features;
- Woodland management;

Landscape Management Requirements

General Maintenance Requirements

There are a number of general prescriptions that apply to management of the development. These are:

- All legally designated weeds or invasive plants (identified in Schedule nine, Part II of the Wildlife and Countryside Act 1981 or the Weeds Act 1959) shall be controlled and disposed of in accordance with relevant Natural England; DEFRA; or Environment Agency guidance;
- Vegetation, which suppresses or otherwise inhibits the development of planted species and proper management of habitats shall be restricted and/ or removed;
- Any species which colonise the site, and are incongruous with the planting scheme and / or the surrounding context, shall be removed;
- All areas will be subject to a regular system of litter collection and removal;
- All swale and water body embankments will be subject to regular vegetation clearance, to ensure that a Manning coefficient of 0.075 can be maintained;
- All permanent water channels will be subject to regular vegetation clearance, to ensure that a Manning coefficient of 0.01 can be maintained.

Street Furniture

General

Maintenance

Contractors will undertake the following operations to all street furniture items throughout the life of the development:

- Surface cleaning (in accordance with guidance below);
- Inspect and notify facilities management team of superficial or physical damage to street furniture items; and
- Inspect and tighten (as necessary) all fixtures and fixings.

Cleaning Requirements

Timber Surfaces

- Clean annually with a stiff brush to prevent a verdigris type build up;
- Remove and sand with 100 grit sandpaper any splinters and graffiti; to ensure an even and smooth surface finish.

Galvanised Surfaces

- Clean quarterly using a damp cloth and warm soapy water only.
NB: Scourers and abrasive cleaners are NOT suitable for these types of finish and may damage them.

Powder Coated Surfaces

- Clean quarterly using a damp cloth and warm soapy water only.
NB: Scourers and abrasive cleaners are NOT suitable for these types of finish and may damage them.

Stainless Steel

- Clean quarterly using a stainless steel polish and a lint free cloth.
NB: To remove ground in dirt a stainless steel finishing pad may be required.

Concrete

- Clean annually using an abrasive sponge and warm soapy water only.

Feature Planting

Semi Mature, Extra Heavy Standard & Specimen Feathered Tree Planting

Establishment Maintenance

To ensure their survival and optimal development, these trees will be subject to intensive establishment maintenance. Contractors will undertake the following operations as necessary during the first 24 months after planting:

- Maintenance of a 1.2m diameter weed free area around the base of each tree, through the application of a 75mm depth mulch, keeping a 200mm diameter at the base of the bole free of mulch to prevent basal rot of the bole. Additional spot treatment of using a glyphosphate based herbicide only or hand weeding if necessary to ensure the base of the tree is weed free;
- Treatment against pests and diseases with spraying and dusting;
- Application of a slow release fertiliser around the base of all trees to ensure soil fertility is maintained at appropriate levels;
- Inspection, adjustment and maintenance of guards, stakes, anchors and ties;
- Adjustment, re-firming and replacing guys, stakes and ties. Replace broken or missing items, adjust if necessary to allow for growth and prevent rubbing of bark;
- Re-firming of plants after strong winds, frost heave or other disturbances;
- Watering of plants to ensure moisture levels are maintained appropriate for optimum growth; and
- Removal of any vandalised, unhealthy or dead trees and replacement with plants of the same specification, during the next available planting season.

Ongoing Maintenance

Following initial establishment, Estates maintenance contractors will undertake the following operations as necessary during years 3 to 12+ after planting:

- The formative pruning of specimens to achieve optimum growth rates and maintain a shape, clear of any vehicular or pedestrian circulation routes;
- Maintenance of a 1.2m diameter weed free area around the base of each tree, through the application of a 75mm depth mulch, keeping a 200mm diameter at the base of the bole free of mulch to prevent basal rot of the bole. Additional spot treatment of herbicide or hand weeding if necessary to ensure the base of the tree is weed free till year 3;
- Treatment against pests and diseases with spraying and dusting;
- Inspection, adjustment and maintenance of guards, stakes, anchors and ties;
- Adjustment, re-firming and replacing guys, stakes and ties. Replace broken or missing items, adjust if necessary to allow for growth and prevent rubbing of bark;
- Re-firming of plants after strong winds, frost heave or other disturbances; and
- The removal of redundant guards, stakes and ties at appropriate times to ensure the optimum health of trees.
- Removal of any vandalised, unhealthy or dead trees and replacement with plants of the same specification, during the next available planting season until year 5.

Specimen Shrub, Ornamental Shrub and Groundcover Planting

Establishment Maintenance

To ensure the successful establishment of these planting areas, the Contractors will undertake the following operations as necessary during the first 12 months after planting:

- Application of a glyphosphate based herbicide to shrub planting areas and additional hand weeding of planting beds during the first year to ensure beds are free of weed growth.;
- Annual replenishment of mulch to contract levels;
- Application of a slow release fertiliser to ensure soil fertility is maintained at appropriate levels;
- Treatment against pests and diseases with spraying and dusting;
- Pruning of shrubs for floral, foliage and stem colour effect and to remove weak, dead and diseased branches;
- Pruning of species to ensure correct form;
- Pruning of species to promote flowering/berry production/retention (where appropriate);
- Training and tying of wall shrubs and climbers to walls / frames;
- Remove dead growth and trim herbaceous perennial plants, avoiding damage to any new shoots that have emerged;
- Remove litter and deleterious material;
- Fork over beds as necessary to keep soil loose, with gentle cambers and no hollows. Take care not to reduce depth or effect of mulch;
- Re-firm plants after heavy winds, frost or other disturbances;
- Maintain and replace frames and ties;
- Watering of plants to ensure moisture levels are maintained appropriate for optimum growth; and
- Remove any vandalised, unhealthy, dead or short-living plants (as soon as possible) and replace with plants of a similar size to those adjacent, during the next available planting season.

Ongoing Maintenance

Following initial establishment, Estates maintenance contractors will undertake the following operations as necessary during years 2 to 12+ after planting.

- Application of a glyphosphate based herbicide to shrub planting areas and additional hand weeding of planting beds are free of weed growth till year 5;
- Annual replenishment of mulch to contract levels till year 3;
- Application of a slow release fertiliser to ensure soil fertility is maintained at appropriate levels;
- Treatment against pests and diseases with spraying and dusting;
- Pruning of shrubs for floral, foliage and stem colour effect and to remove weak, dead and diseased branches;
- Pruning of species to ensure correct form;
- Pruning of species to promote flowering/berry production/retention (where appropriate);
- Training and tying of wall shrubs and climbers to walls / frames;

Specimen Shrub, Ornamental Shrub and Groundcover Planting

- Remove dead growth and trim herbaceous perennial plants, avoiding damage to any new shoots that have emerged;
- Remove litter and deleterious material;
- Fork over beds as necessary to keep soil loose, with gentle cambers and no hollows. Take care not to reduce depth or effect of mulch till year 3;
- Maintain and replace frames and ties;
- Watering of plants to ensure moisture levels are maintained appropriate for optimum growth till year 3;
- Heavy pruning of overgrown shrubs and climbers;
- The selective removal of shrubs and other plants from planting beds;
- Removal of ornamental plants that are losing aesthetic appeal and/or function and replace; and
- Remove any vandalised, unhealthy, dead or short-living plants (as soon as possible) and replace with plants of a similar size to those adjacent, during the next available planting season until year 5.

Formal Hedgerow Planting

General Maintenance

Contractor will undertake the following operations within the first 12 months after planting then throughout the life of the development:

- Application of a glyphosphate based herbicide and additional hand weeding as necessary to maintain a 1m diameter weed free area around the base of hedgerow;
- Treatment against pests and diseases with spraying and dusting;
- Annual replenishment of mulch to contract levels;
- Application of a slow release fertiliser around the base of hedgerow plants to ensure soil fertility is maintained at appropriate levels;
- Trimming to encourage sound bushy growth, avoid large bare areas at the base and to maintain an attractive, consistent and densely clipped form;
- Fork over hedge trenches as necessary to keep soil loose, with gentle cambers and no hollows. Take care not to reduce depth or effect of mulch;
- Re-firm plants after heavy winds, frost or other disturbances;
- Remove litter and deleterious material;
- Trimming to a height not exceeding 1.2m with vertical sides;
- Maintain and replace grow tubes and timber stakes;
- Watering of plants to ensure moisture levels are maintained appropriate for optimum growth; and
- Remove any vandalised, unhealthy or dead plants and replace with plants of a similar size to those adjacent, during the next available planting season.

Formal Hedgerow Planting

Ongoing Maintenance

Following initial establishment, Estates maintenance contractors will undertake the following operations as necessary during years 2 to 12+ after planting.

- Application of a glyphosphate based herbicide to formal hedgerows and additional hand weeding of hedges to ensure free of weed growth till year 5;
- Annual replenishment of mulch to contract levels till year 3;
- Treatment against pests and diseases with spraying and dusting;
- Application of a slow release fertiliser around the base of hedgerow plants to ensure soil fertility is maintained at appropriate levels;
- Remove litter and deleterious material;
- Watering of hedge to ensure moisture levels are maintained appropriate for optimum growth till year 3;
- Trimming to a height not exceeding 1.2m with vertical sides; and
- Remove any vandalised, unhealthy, dead or short-living plants (as soon as possible) and replace with plants of a similar size to those adjacent, during the next available planting season until year 5.

Structure Planting

Woodland and Understorey Planting

Establishment Maintenance

To ensure the successful establishment of woodland and understorey planting areas, Contractors will undertake the following operations as necessary during the first 12 months after planting:

- Maintain the woodland and understorey planting weed free, through the application of a translocated herbicide;
- Mulch to tree planting locations within woodland planting annual replenishment of mulch to contract levels;
- In high profile areas adjoining infrastructure corridors annual replenishment of mulch to contract levels;
- Spot treatment of pernicious weeds (e.g., brambles, etc) or undertake by hand if necessary;
- Treatment against pests and diseases with spraying and dusting;
- Application of a slow release fertiliser around the base of all woodland shrubs to ensure soil fertility is maintained at appropriate levels;
- Inspection, adjustment and maintenance of grow tubes, stakes and ties and make good as necessary;
- Re-firming of plants after strong winds, frost heave or other disturbances;
- Remove litter and deleterious material;
- Watering of plants to ensure moisture levels are maintained appropriate for optimum growth; and
- Removal of any vandalised, unhealthy or dead shrubs and replacement with plants of a similar size to those adjacent, during the next available planting season;

Ongoing Maintenance:

Following initial establishment, Estates maintenance contractors will undertake the following operations as necessary during years 2 to 12+ after planting.

- Maintain the woodland and understorey planting weed free, through the application of a translocated herbicide till year 5;
- Mulch to tree planting locations within woodland planting annual replenishment of mulch to contract levels till year 3;
- In high profile areas adjoining infrastructure corridors annual replenishment of mulch to contract levels till year 3;
- Spot treatment of pernicious weeds (e.g., brambles, etc) or undertake by hand if necessary;
- Treatment against pests and diseases with spraying and dusting;
- Application of a slow release fertiliser around the base of all woodland shrubs to ensure soil fertility is maintained at appropriate levels;
- Inspection, adjustment and maintenance of grow tubes, stakes and ties, make good as necessary until removed;
- Re-firming of plants after strong winds, frost heave or other disturbances;
- Remove litter and deleterious material;
- Watering of plants to ensure moisture levels are maintained appropriate for optimum growth till year 2;

Woodland Understorey Planting

- Pruning to achieve optimum growth rates and maintain a good shape, clear of any vehicular or pedestrian circulation routes;
- Remove grow tubes, stakes and ties at appropriate times to ensure the optimum health of individual plants;
- Cleaning out and dead-wooding operations (as required);
- Thinning of planting to ensure a desirable woodland character (approximately every 10 to 15 years).
- Coppice 1/3 of Hazel stock on a 5 year rotational basis; and
- Removal of any vandalised, unhealthy or dead plants and replacement with plants of a similar size to those adjacent, during the next available planting season, until year 5.

Native Hedgerow Planting

Establishment Maintenance

To ensure the successful establishment of Native Hedgerow planting, Contractors will undertake the following operations as necessary during the first 12 months after planting:

- Application of a glyphosphate based herbicide and additional hand weeding as necessary to maintain a 1m diameter weed free area around the base of hedgerow;
- Treatment against pests and diseases with spraying and dusting;
- Annual replenishment of mulch to contract levels;
- Application of a slow release fertiliser around the base of hedgerow plants to ensure soil fertility is maintained at appropriate levels;
- Trimming to encourage sound bushy growth, avoid large bare areas at the base and to maintain an attractive, consistent and densely clipped form;
- Fork over hedge trenches as necessary to keep soil loose, with gentle cambers and no hollows. Take care not to reduce depth or effect of mulch;
- Re-firm plants after heavy winds, frost or other disturbances;
- Remove litter and deleterious material;
- Trimming to a height not exceeding 1.2m with vertical sides;
- Maintain and replace grow tubes and timber stakes;
- Watering of plants to ensure moisture levels are maintained appropriate for optimum growth; and
- Remove any vandalised, unhealthy or dead plants and replace with plants of a similar size to those adjacent, during the next available planting season.

Structure Planting

Native Hedgerow Planting

Ongoing Maintenance

Following initial establishment, Estates maintenance contractors will undertake the following operations as necessary during years 2 to 12+ after planting.

- Application of a glyphosphate based herbicide to hedgerows and additional hand weeding of hedgerow to ensure free of weed growth till year 5;
- Annual replenishment of mulch to contract levels till year 3;
- Treatment against pests and diseases with spraying and dusting;
- Application of a slow release fertiliser around the base of hedgerow plants to ensure soil fertility is maintained at appropriate levels;
- Remove litter and deleterious material;
- Watering of hedge to ensure moisture levels are maintained appropriate for optimum growth till year 3;
- Trimming to encourage sound bushy growth, avoid large bare areas at the base and to maintain an attractive, consistent and densely clipped form;
- Remove grow tubes, stakes and ties at appropriate times to ensure the optimum health of individual plants;
- Trimming to a height not exceeding 1.8m where aligning infrastructure corridors and 2.5m in all other areas; and
- Remove any vandalised, unhealthy, dead or short-living plants (as soon as possible) and replace with plants of a similar size to those adjacent, during the next available planting season until year 5.

Lagoon/ Swale Planting

Establishment Maintenance

To ensure the successful establishment of Lagoon woodland and understorey planting areas, Contractors will undertake the following operations as necessary during the first 12 months after planting:

Buffer and Woodland Planting

- Maintain the woodland and understorey planting weed free, through the application of a translocated herbicide;
- Mulch to tree planting locations within woodland planting annual replenishment of mulch to contract levels;
- In high profile areas adjoining infrastructure corridors annual replenishment of mulch to contract levels;
- Spot treatment of pernicious weeds (e.g., brambles, etc.) or undertake by hand if necessary;
- Treatment against pests and diseases with spraying and dusting;
- Application of a slow release fertiliser around the base of all woodland shrubs to ensure soil fertility is maintained at appropriate levels;
- Inspection, adjustment and maintenance of grow tubes, stakes and ties and make good as necessary;
- Re-firming of plants after strong winds, frost heave or other disturbances;
- Remove litter and deleterious material;
- Watering of plants to ensure moisture levels are maintained appropriate for optimum growth; and
- Removal of any vandalised, unhealthy or dead shrubs and replacement with plants of a similar size to those adjacent, during the next available planting season;

Tree Planting

- Maintenance of a 1.2m diameter weed free area around the base of each tree, through the application of a 75mm depth mulch, keeping a 200mm diameter at the base of the bole free of mulch to prevent basal rot of the bole. Additional spot treatment of using a glyphosphate based herbicide only or hand weeding if necessary to ensure the base of the tree is weed free;
- Treatment against pests and diseases with spraying and dusting;
- Application of a slow release fertiliser around the base of all trees to ensure soil fertility is maintained at appropriate levels;
- Inspection, adjustment and maintenance of guards, stakes, anchors and ties;
- Adjustment, re-firming and replacing guys, stakes and ties. Replace broken or missing items, adjust if necessary to allow for growth and prevent rubbing of bark;
- Re-firming of plants after strong winds, frost heave or other disturbances;
- Watering of plants to ensure moisture levels are maintained appropriate for optimum growth; and
- Removal of any vandalised, unhealthy or dead trees and replacement with plants of the same specification, during the next available planting season.

Ongoing Maintenance

Following initial establishment, Estates maintenance contractors will undertake the following operations as necessary during years 2 to 12+ after wood land planting and year 3 to 12+ for tree planting.

Buffer and Woodland Planting

- Maintain the woodland and understorey planting weed free, through the application of a translocated herbicide till year 5;
- Mulch to tree planting locations within woodland planting annual replenishment of mulch to contract levels till year 3;
- In high profile areas adjoining infrastructure corridors annual replenishment of mulch to contract levels till year 3;
- Spot treatment of pernicious weeds (e.g., brambles, etc.) or undertake by hand if necessary;
- Treatment against pests and diseases with spraying and dusting;
- Application of a slow release fertiliser around the base of all woodland shrubs to ensure soil fertility is maintained at appropriate levels;
- Inspection, adjustment and maintenance of grow tubes, stakes and ties, make good as necessary until removed;
- Re-firming of plants after strong winds, frost heave or other disturbances;
- Remove litter and deleterious material;
- Watering of plants to ensure moisture levels are maintained appropriate for optimum growth till year 2;
- Pruning to achieve optimum growth rates and maintain a good shape, clear of any vehicular or pedestrian circulation routes;
- Remove grow tubes, stakes and ties at appropriate times to ensure the optimum health of individual plants;
- Cleaning out and dead-wooding operations (as required);
- Thinning of planting to ensure a desirable woodland character (approximately every 10 to 15 years).
- Coppice 1/3 of Hazel stock on a 5 year rotational basis; and
- Removal of any vandalised, unhealthy or dead plants and replacement with plants of a similar size to those adjacent, during the next available planting season, until year 5.

Tree Planting

- The formative pruning of specimens to achieve optimum growth rates and maintain a shape, clear of any vehicular or pedestrian circulation routes;
- Maintenance of a 1.2m diameter weed free area around the base of each tree, through the application of a 75mm depth mulch, keeping a 200mm diameter at the base of the bole free of mulch to prevent basal rot of the bole. Additional spot treatment of herbicide or hand weeding if necessary to ensure the base of the tree is weed free till year 3;
- Treatment against pests and diseases with spraying and dusting;
- Inspection, adjustment and maintenance of guards, stakes, anchors and ties;
- Adjustment, re-firming and replacing guys, stakes and ties. Replace broken or missing items, adjust if necessary to allow for growth and prevent rubbing of bark;

- Re-firming of plants after strong winds, frost heave or other disturbances;
- The removal of redundant guards, stakes and ties at appropriate times to ensure the optimum health of trees; and
- Removal of any vandalised, unhealthy or dead trees and replacement with plants of the same specification, during the next available planting season until year 5.

Marginal/ Aquatic Planting

Ongoing Maintenance

- Remove from site all rubbish and debris from the entire surface of the waterbody, including any partially submerged items;
- Remove from site all invasive weeds from waterbodies by hand-weeding (digging, forking, hoeing or pulling);
- Clear 25% of marginal / aquatic vegetation (generally by hand-pulling, raking or netting) in order to retain areas of open water while at the same time maintaining some vegetation and structural variation. Ensuring that clearance is undertaken in strips across the full range of water depths and reducing the dominant species. arising should be left within 3m of the ponds for 3 hours before removal off site.
- Maintain clear of obstructive elements/ vegetation all inlets and outlets;
- Annually remove (as required) silt from the base of water channels; and
- Remove as required any obstructive elements within the swales to ensure a desirable character.

Mown Grass sward

Establishment Maintenance

To ensure the successful establishment of mown grass sward the Contractors will undertake the following operations as necessary during the first 12 months after sowing

- Contractors will undertake a 'first cut' once the grass has achieved an initial growth of 75mm. The sward will be mown to a height of 40mm and the mower shall have no roller and be sufficiently sharp to avoid root pulling.
- Edging off paths, hard surfaces and landscape beds prior to mowing;
- Hand weed to suppress perennial weeds on a monthly basis during the growing season;
- Water areas to ensure moisture levels are maintained appropriate to develop a healthy grass sward;
- Carefully dig out any residual perennial weeds such as docks; and
- Reinststate and repair failed, damaged, disturbed or worn areas;

Ongoing Maintenance

Following initial establishment, Estates maintenance contractors will undertake the following operations as necessary during years 2 to 12+

- Mowing the established grass sward with a rotary machine to a height of 50mm, whenever the sward achieves a height exceeding 75mm;
- Edging off all paths and kerb edges prior to the mowing season;
- Frequent trimming (or herbicide control) of areas where grass abuts structures such as fences or walls, and around trees and obstacles;
- Watering of areas, using a fine rose spray, to ensure moisture levels are maintained appropriate to develop healthy sward growth;
- Application of spring and autumn fertiliser and overseeding;
- Reinstatement and repair of damaged or worn areas including ruts, molehills, etc. (to maintain a healthy and vigorous sward, free from disease, fungal growth, discolouration, scorch or wilt); and
- Application of a selective herbicide, suitable for suppressing perennial weeds.

Wildflora & Damp Grassland

Establishment Maintenance

To ensure the successful establishment of mown grass sward the Contractors will undertake the following operations as necessary during the first 12 months after sowing.

- Contractors will undertake a 'first cut' once the grass has achieved an initial growth of 75-100mm. The sward will be mown to a height of 50mm and the mower shall have no roller and be sufficiently sharp to avoid root pulling, leave cuttings to dry prior to removal.

Ongoing Maintenance

Following initial establishment, Estates maintenance contractors will undertake the following operations as necessary during years 2 to 12+

- 2no. cut per annum of wild flora areas. Mowing to be undertaken at the middle and end of each growing season and to a height of 50mm;
- 2no. cut per annum of grassland areas (or more if required in order to maintain a Manning coefficient of 0.075). Mowing to be undertaken at the middle and end of each growing season and to a height of 50mm;
- Removing arisings from all areas following each cut, to ensure nutrient levels are kept to a minimum;
- The annual control of undesirable herbaceous species through the sensitive modification of mowing regimes, hand pulling or weed wiping/ spot spraying with herbicides;
- The cutting back at regular intervals (at least every 1-2 years) of any noxious weeds which establish within these areas;
- The re-sowing, and where necessary resolution of any underlying problems, of areas where grass/ flora swards fail to establish or die out.

Existing Vegetation

Existing Vegetation (to be retained)

General Maintenance

Existing vegetation will be subject to a high level of protection and monitoring to ensure their health is maintained throughout the life of the development. Contractors will (as required) undertake the following operations to existing trees to be retained:

- Selective pruning to ensure appropriate spacing in relation to screening requirements and the satisfactory development of the trees for their ecological value, without the trees becoming elongated as a result of overcrowding;
- Crown reduction, shaping, lifting and thinning (as required);
- Cleaning out and dead-wooding operations (as required);
- Thinning to ensure a desirable woodland character (approximately every 10 to 15 years); and
- Remove from site any arisings which result from works to existing trees.

All maintenance activities will be undertaken in accordance with BS3998 and be carefully monitored to eliminate undue stress. Contractors will comply with the current Forestry and Arboriculture Safety & Training Council (FASTCO) recommendations in relation to all aspects of the arboricultural works.

Maintenance Schedule

Street Furniture

Maintenance Requirements

Visual checks for superficial damage	1-12+	4x Annually	Jan	Apr	Jul	Oct
Repairs to street furniture	1-12+	As necessary	Within quarter reported			
Inspect and secure all fixtures and fittings	1-12+	4x Annually	Jan	Apr	Jul	Oct
Clean timber surfaces to remove Verdigris build up	1-12+	Annually	Jan	Apr	Jul	Oct
Remove splinters/ graffiti to timber surfaces	1-12+	4x Annually	Jan	Apr	Jul	Oct
Cleaning of metal surfaces	1-12+	4x Annually	Jan	Apr	Jul	Oct
Cleaning of concrete surfaces	1-12+	Annually	Jan	Apr	Jul	Oct

Feature Planting

General Maintenance Requirements

Spraying or dusting of trees against pests and diseases	1-5	As required	As recommended			
Application of fertiliser to base	1-5	Annually	Mar			
Inspection, adjustment and maintenance of stakes and ties	1-5	2 x Annually	Jan	Feb	Sep	Nov Dec
Replace damaged/ vandalised/ unhealthy stock	1-12+	Annually	Jan	Feb	Apr	May Jun Jul Aug Sep
Watering of area to ensure moisture levels are appropriate	1-5	As required	Apr May Jun Jul Aug Sep			
Removal of redundant guards, fencing, stakes and ties	2-12+	Annually	Jan	Apr	Jul	Oct
Removal of litter	1-12+	4x Annually	Jan	Apr	Jul	Oct

Semi Mature, Extra Heavy Standard & Specimen Feathered Tree Planting

Weed control around base of each tree	1-5	4x Annually	Jan	Mar	May	Jul	Sep
Re-firming of trees after strong winds	1-5	As required	All year				
Selective thinning for optimum growth	7-12+	Annually	Jan	Feb	Apr	May Jun Jul Aug Sep	
Formative pruning for optimum growth	7-12+	Every 10 years	Jan	Feb	Apr	May Jun Jul Aug Sep	

Specimen Shrub, Ornamental Shrub and Groundcover Planting

Hand weeding to control weed establishment	1-5	4x Annually	Jan	Mar	May	Jul	Sep
Herbicide treatment of shrub planting areas	2-5	3x Annually	Jan	Mar	May	Jul	Sep
Spot treatment of herbaceous areas	2-5	3x Annually	Jan	Mar	May	Jul	Sep
Replenishment of mulch	1-5	Annually	Jan	Mar	May	Jul	Sep
Formative pruning and removal of dead growth	1-12+	Annually	Jan	Feb	Apr	May Jun Jul Aug Sep	
Remove dead growth and trim herbaceous species	1-12+	Annually	Jan	Feb	Apr	May Jun Jul Aug Sep	
Selective thinning for optimum growth	7-12+	Annually	Jan	Feb	Apr	May Jun Jul Aug Sep	
Heavy pruning of overgrown shrubs and climbers	7-12+	Annually	Jan	Feb	Apr	May Jun Jul Aug Sep	

Formal Hedgerow Planting

Hand weeding to control weed establishment	1-5	2x Annually	Jan	Apr	Jul	Oct
Re-securing of weed suppressing fabric	1-5	Annually	Jan	Apr	Jul	Oct
Trimming of hedgerow to encourage bushy growth	1-5	2x Annually	Jan	Apr	Jul	Oct
Trimming of hedgerow to maintain height and clipped form	5-12+	2x Annually	Jan	Apr	Jul	Oct

Structure Planting

General Maintenance Requirements

Spraying or dusting of trees against pests and diseases	1-5	As required	As recommended			
Application of fertiliser to base	1-5	Annually	Mar			
Inspection, adjustment and maintenance of stakes and ties	1-5	2x Annually	Jan	Feb	Sep	Nov Dec
Replace damaged/ vandalised/ unhealthy stock	1-12+	Annually	Jan	Feb	Apr	May Jun Jul Aug Sep
Watering of area to ensure moisture levels are appropriate	1-5	As required	Apr May Jun Jul Aug Sep			
Removal of redundant guards, fencing, stakes and ties	2-12+	Annually	Jan	Apr	Jul	Oct
Removal of litter	1-12+	4x Annually	Jan	Apr	Jul	Oct

Woodland Understorey Planting

Weed control around the base of each plant	1-5	4x Annually	Jan	Feb	May	Jul	Sep
Spot treatment of pernicious weeds (e.g., Brambles)	1-5	4x Annually	Jan	Feb	May	Jul	Sep
Re-firming of plants after strong winds	1-5	As required	All year				
Selective thinning for optimum growth	7-12+	Annually	Jan	Feb	Apr	May Jun Jul Aug Sep	
Mowing of underlying grassed area	1-5	2x Annually	Jan	Feb	Apr	May Jun Jul Aug Sep	
Formative pruning of optimum growth and form	5-12+	Annually	Jan	Feb	Apr	May Jun Jul Aug Sep	

Woodland Specimens

Clearance of woodland shrubs	1-5	4x Annually	Jan	Feb	May	Jul	Sep
Weed control around base of each tree	1-5	4x Annually	Jan	Feb	May	Jul	Sep
Spot treatment of pernicious weeds (e.g., Brambles)	1-5	4x Annually	Jan	Feb	May	Jul	Sep
Re-firming of trees after strong winds	1-5	As required	All year				
Mowing of underlying grassed area	1-5	2x Annually	Jan	Feb	Apr	May Jun Jul Aug Sep	
Formative pruning for optimum growth	7-12+	Every 10 years	Jan	Feb	Apr	May Jun Jul Aug Sep	

Native Hedgerow Planting

Hand weeding to control weed establishment	1-5	2x Annually	Jan	Apr	Jul	Oct
Re-securing of weed suppressant fabric	1-5	Annually	Jan	Apr	Jul	Oct
Trimming of hedgerow to encourage bushy growth	1-5	Annually	Jan	Apr	Jul	Oct
Trimming of hedgerow to maintain height and clipped form	5-12+	Annually	Jan	Apr	Jul	Oct

Lagoon Swale Planting

General Maintenance Requirements

Spraying or dusting of trees against pests and diseases	1-5	As required	As Recommended											
Application of fertiliser to base	1-5	Annually	Mar											
Inspection, adjustment and maintenance of stakes and ties	1-5	2 x Annually	Jan	Feb	Sep	Nov Dec								
Replace damaged/ vandalised/ unhealthy stock	1-12+	Annually	Jan	Feb	Apr	May Jun Jul Aug Sep								
Watering of area to ensure moisture levels are appropriate	1-5	As required	Apr May Jun Jul Aug Sep											
Removal of redundant guards, fencing, stakes and ties	2-12+	Annually	Jan	Apr	Jul	Oct								
Removal of litter	1-12+	4x Annually	Jan	Apr	Jul	Oct								

Lagoon/ Swale Shrub Planting

Hand weeding to control weed establishment	1-5	2x Annually	Jan	Apr	Jul	Oct
Re-securing of weed suppressant fabric	1-5	Annually	Jan	Apr	Jul	Oct
Re-firming of trees after strong winds, frost heave, etc.	1-5	As required	All year			
Selective thinning to retain a dense brush character	3-12+	2x Annually	Jan	Feb	Apr	May Jun Jul Aug Sep
Formative pruning for optimum growth	5-12+	Annually	Jan	Feb	Apr	May Jun Jul Aug Sep

Lagoon/ Swale Standard Trees

Hand weeding to control weed establishment	1-5	2x Annually	Jan	Apr	Jul	Oct
Re-securing of weed suppressant fabric	1-5	Annually	Jan	Apr	Jul	Oct
Re-firming of trees after strong winds, frost heave, etc.	1-5	As required	All year			
Selective thinning to retain a dense brush character	3-12+	2x Annually	Jan	Feb	Apr	May Jun Jul Aug Sep
Formative pruning for optimum growth	7-12+	Every 10 years	Jan	Feb	Apr	May Jun Jul Aug Sep

Marina/ Aquatic Planting

Hand weeding to control weed establishment	1-5	2x Annually	Jan	Apr	Jul	Oct
Removal of obstructive elements	3-12+	4x Annually	Jan	Apr	Jul	Oct
Removal (as required) of excess silt	2-12+	Annually	Jan	Apr	Jul	Oct

Grassland

General Maintenance Requirements

Removal of litter	1-12+	4x Annually	Jan	Apr	Jul	Oct
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Mown Grass

Mowing of grass with a rotary machine	1-12+	As required	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
Edging off paths and kerb edges	1-12+	Annually	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
Trimming of grass areas abutting structures	1-12+	As required	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
Replacement of damaged or worn areas	1-12+	Annually	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
Application of selective herbicide	1-12+	Annually	As Recommended							
Watering of area to ensure moisture levels are appropriate	1-5	As required	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov Dec

Wildflower & Damp Grassland

Trimming of grass areas and removal of arisings	1-12+	2x Annually	Apr	May	Jun	Jul	Aug	Sep	Oct
Weed control to remove undesirable herbaceous species	1-5	2x Annually	Apr	May	Jun	Jul	Aug	Sep	Oct
Cutting back of pernicious weeds (e.g., Brambles)	1-5	Annually	Apr	May	Jun	Jul	Aug	Sep	Oct

Existing Vegetation

Existing Vegetation (to be retained)

Cleaning out, deadwooding and thinning	7-12+	Every 10 years	Jan	Feb	Apr	May Jun Jul Aug Sep
Crown reduction, shaping, lifting and thinning	7-12+	Every 10 years	Jan	Feb	Apr	May Jun Jul Aug Sep
Formative pruning for optimum growth	7-12+	Every 10 years	Jan	Feb	Apr	May Jun Jul Aug Sep
Removal of litter	1-12+	4x Annually	Jan	Apr	Jul	Oct

**Appendix 3:
Terms of Reference for
London Gateway Services Limited**

Terms of Reference for London Gateway Services Limited

Management Principles

The principle management aims of London Gateway Services Limited (LGSL) are to:

- achieve and consistently deliver a level of service and environment to occupiers that reflects a high quality value driven ethos;
- embrace the values of sustainable practices, relating to the environment, commercial objectives, social responsibilities, and the essential well-being of all personnel;
- maintain all elements for the long term benefit of the occupiers and their customers;
- seek continual improvement in the provision of services and management disciplines, bringing benefits to occupiers through the Park's adjacency to London Gateway port;
- achieve a secure, safe and world class logistics facility that enjoys long term success.

Management Details

The logistics park Estate will be managed in two principal zones, recognising the development programme and the sharing of certain services and infrastructure facilities. In addition, a third zone will be formed by the private Main Access Road owned by the London Gateway Port Limited.

LGSL will employ managers, facility personnel and administration staff directly, with all services and supplies procured through a strict contract regime that mirrors the corporate disciplines of DP World.

Principle areas of management activity will encompass:

- Park wide occupier engagement, promoting appropriate park community activities, key stakeholder engagement, and providing an estate management forum;
- Company administration, asset management, financial accounting and budgets, and sinking fund management;
- Utility supplies and distribution;
- Water management and drainage;
- Waste and recycling;
- Community networked building and services management system integration and monitoring;
- Landscape and physical environment management;
- Security; hard, observation and preventative regimes;
- Regulatory and statutory compliance, including health and safety;
- Communications and IT, infrastructure and park community network;
- General fabric maintenance and repairs and planned lifecycle maintenance regimes;
- Traffic management, wayfinding and intelligent mapping, travel plan support and co-ordination;
- Specialist services as required.

The LGSL management team recognises the value and quality ambitions of the London Gateway Logistics Park. The team will embrace best practice approach, with the objective to achieve a world class ethos through its provision and co-ordination of management routines and practices.

London Gateway Logistics Park Local Development Order 1.5

Appendix 4 Ecological Mitigation and Management Plan



February 2024

London Gateway Park Local Development Order 1.5

Ecological Mitigation and Management Plan

Contents

- Chapter 1 Introduction**
- Chapter 2 Wintering Birds**
- Chapter 3 Breeding Birds**
- Chapter 4 Invertebrates**
- Chapter 5 Great Crested Newts**
- Chapter 6 Bats**
- Chapter 7 Water Vole**
- Chapter 8 Brown Hare**
- Chapter 9 Reptiles**
- Chapter 10 Scarce Plants**

Figure 1 – Off-Site Habitat Creation Areas

Appendix 1 – RSPB Information and Advice Note, 2003

Appendix 2 – Great Crested Newt Ecological Habitat Management and Maintenance Plan (Amendment 012). Thomson Ecology (September 2011)

Appendix 3 - GCN Monitoring Recording Sheet

Appendix 4 – Environmental Advisory Group Constitution

London Gateway Local Development Order Ecological Mitigation and Management Plan

Chapter 1: Introduction

- 1.1 The London Gateway Ecological Mitigation and Management Plan (EMMP) forms part of the London Gateway Local Development Order 1.5 and must be read in conjunction with it.
- 1.2 This document provides a framework for compliance identifying mitigation, management, surveillance, and monitoring protocols for terrestrial ecology in the off-site habitat creation areas (refer to Figure 1). The management protocols shall apply also to any on-site habitat creation areas.
- 1.3 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.
- 1.4 There remains an on-going requirement to ensure that the receptor sites and habitat enhancement areas are monitored and managed appropriately in accordance with the terms of the licenses. This EMMP is a compilation of all of the Natural England license method statements held by London Gateway.
- 1.5 The Code of Construction Practice (CoCP) sets out procedures that shall be followed if species are encountered during the construction phase.
- 1.6 The EMMP does not avoid the need to obtain any necessary environmental permit.

Environmental Advisory Group

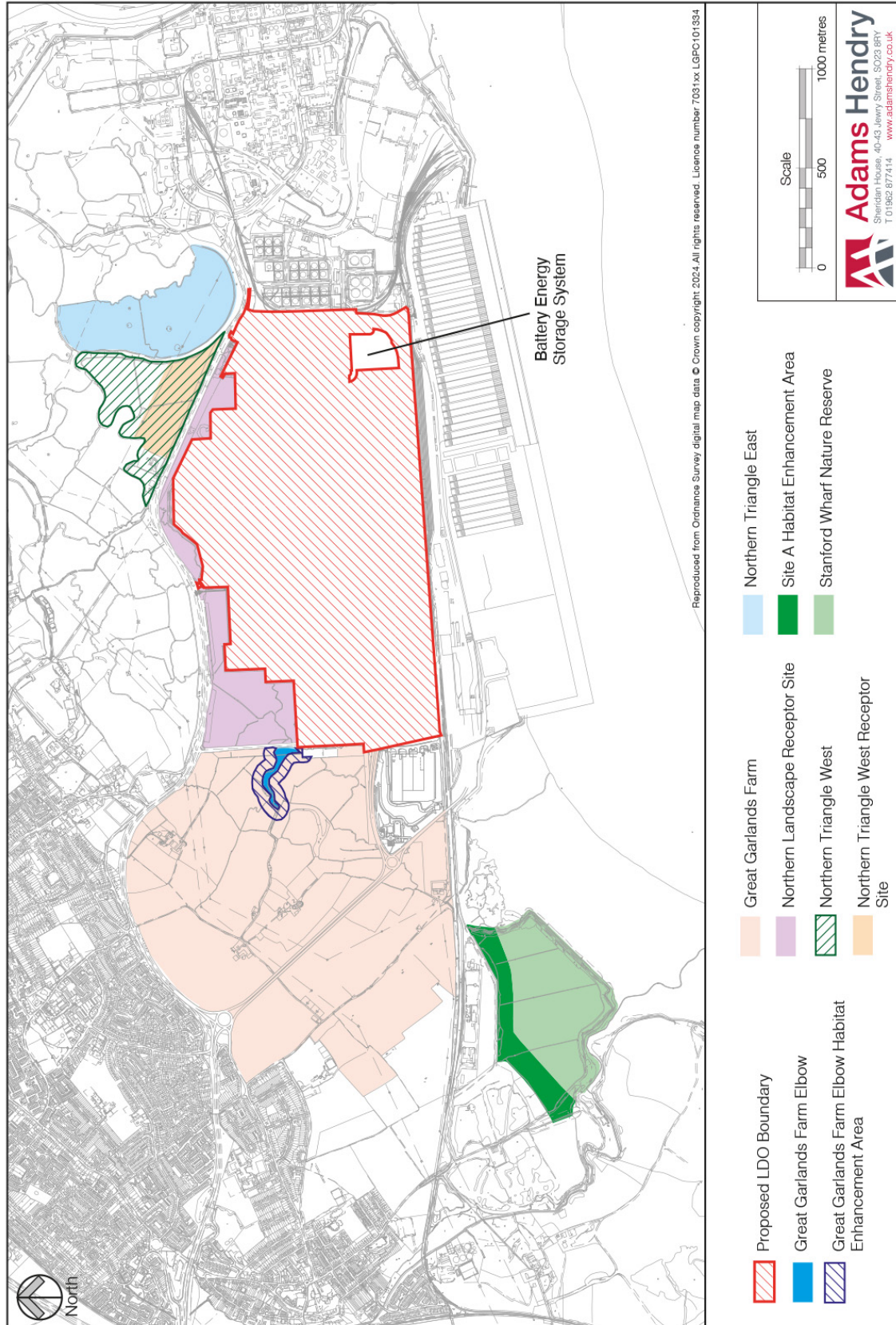
- 1.7 The Environmental Advisory Group (EAG) (formerly known as the Ecological Advisory Group) established by London Gateway Park Development Ltd (LGPDL) has been meeting since 2008. The EAG shall continue to operate for the duration of the LDO.
- 1.8 The EAG consists of representatives from statutory and non-statutory groups including the Environment Agency, Natural England, the Port of London Authority, the Marine Management Organisation, Thurrock Council, RSPB, Essex and Kent Wildlife Trusts and the LGPDL Environmental Assurance Team.
- 1.9 The EAG shall act in accordance with the terms of reference set out in the constitution included at Appendix 4.

Content of this Document

- 1.10 This document includes a section on each of the following species group:
 - Wintering Birds
 - Breeding Birds

- Invertebrates
- Great crested newts
- Water Voles
- Bats
- Brown hares
- Reptiles
- Scarce Plants

Figure 1: Off-site Habitat Creation Areas



Chapter 2 - Wintering Birds

- 2.1 The mitigation, management, monitoring and surveillance measures set out in this section are relevant to all winter bird species present on the site.

Habitat Creation and Management

Park

- 2.2 The strip of habitat around the perimeter of the commercial development shall continue to act as a buffer to disturbance.

Great Garlands Farm

- 2.3 Great Garlands Farm Elbow receptor site and Great Garlands Farm Elbow Habitat Enhancement Area comprise two ponds and 5.4ha of grassland that shall be grazed at a low intensity and managed in accordance with the management regime set in tables A3.10a and A3.10b in Appendix 2. The measures for the management of ponds set out in Appendix 2 shall be implemented for the benefit of wintering birds.

- 2.4 The Western Grazing Marshes located within Great Garlands Farm shall be subject to the following management measures to ensure that:

- The area is maintained as permanent grassland;
- Stocking levels are limited to 0.75 Livestock Units (LU) per hectare during the period 1st April to 15th May;
- Fertilizers and pesticides shall only be used in low quantities at specific times of the year; and
- Water levels in the ditches and dykes shall be managed to ensure they do not dry out.

Northern Triangle East

- 2.5 The management and maintenance measures for ponds and grassland in Appendix 2 shall be implemented in the Northern Triangle East to benefit wintering wildfowl.

Northern Triangle West

- 2.6 In the south of the area, 5ha of land has been enhanced for the benefit of great crested newts and shall be managed in accordance with the measures set out in Appendix 2.

- 2.7 Small plots within the Northern Triangle West shall be stripped to create shallow wader scrapes (including the surrounding habitat) and managed in accordance with the measures set out in Appendix 1.

- 2.8 The scrapes shall be constructed to the following specification where possible
- They shall be dug out in early spring to allow grass species to re-colonise the area before the onset of winter;
 - The top 10cm of surface layer (including the turf) shall be scraped back and retained;
 - The scrape shall then be dug to a maximum depth of 45cm with gently sloping edges and an uneven finish;
 - The retained top 10cm of soil/turf shall be rolled back into the scrape and compacted down to help facilitate the colonisation of the scrape by grass species;
 - The water level in the scrape shall aim to be managed so that it remains dry from the end of March to October, becoming inundated in November and rising to a maximum depth of 25cm in January/February and then drying out by the end of March.
- 2.9 The scrapes and surrounding habitat shall continue to be managed to ensure it is a suitable habitat for Wintering/Breeding Birds by ensuring that grass levels are kept short.

Northern Landscape Receptor Site

- 2.10 Stocking density in the 23.7ha of grassland on the Northern Landscape Receptor Site shall not exceed 0.25 animals per hectare over a period of 300 days to allow a sward height of 100mm to be maintained over at least 75% of the area.
- 2.11 The management and maintenance measures for ponds and scrub in Appendix 2 shall be implemented in the Northern Landscape Receptor Site to benefit wintering birds.

Stanford Wharf Nature Reserve (include Site A Habitat Enhancement Area)

- 2.12 A concrete/beach area has been provided on the margins of the balancing pond located at the eastern end of the Site A Habitat Enhancement Area to provide a suitable foraging habitat for green sandpiper.
- 2.13 The management and maintenance measures for ponds set out in Appendix 2 shall be implemented in the Northern Landscape Receptor Site to benefit wintering birds.

Surveillance and Monitoring of the 'off' site habitat creation areas

- 2.14 The following surveillance and monitoring methods shall be employed:
- The grazing marshes in DPW ownership shall be visited twice a month to coincide with a high and low tide cycle. On each occasion, an experienced ornithologist equipped with binoculars and a telescope of appropriate magnification, shall walk over the survey area ensuring that a good view is obtained of each area.

- Surveys shall take place twice a month between October and March inclusive and reported to the EAG.
- Waterfowl, primarily waders and ducks shall be counted, though all notable species and large numbers shall be logged.
- At the end of the survey, tables of data detailing the results from each visit shall be submitted to the EAG. This shall include date of visit, tide cycle, weather condition, and bird species and numbers.
- The scrapes in the Northern Triangle West Receptor Site (once they are in place and the habitat is considered established) shall be monitored, specifically recording the extent to which they are continuously wet and whether birds were present.
- Upon completion of the development, a winter bird survey shall be repeated once the new habitat (within the Park and receptor sites) has matured and again 3 - 5 years later, in consultation with the EAG.

Timings and Frequency of surveillance and monitoring

- 2.15 Grazing marsh winter bird surveys shall take place between October and March inclusive to encompass the winter season for various species of bird. Poor weather conditions (e.g. very wet or windy days) shall be avoided as far as possible as this can limit bird activity.
- 2.16 The results of these surveys together with any interpretation or recommendations considered necessary shall be reported and presented to the EAG as appropriate.

Chapter 3: Breeding Birds

- 3.1 The mitigation, management, monitoring and surveillance measures set out in this section are relevant to breeding birds listed in the Schedule 1 of the Wildlife and Countryside Act 1981 (as amended), UK BAP, Essex BAP and Red Listed bird species.

Habitat Creation and Management

Park

- 3.2 Habitat enhancement to benefit breeding birds included the creation of 6km of habitat corridors including swales and balancing ponds.
- 3.3 The swales now colonised with reeds shall be maintained for the benefit of bearded tits, ensuring that some areas of open water are always present. Cutting back of reeds shall only take place outside the breeding bird season (March – September inclusive) and shall be included in the Park maintenance plan. Annual cutting shall be undertaken on a rotational basis where deemed required, and cutting shall not take place throughout the whole site in any one year.

General - Off-site habitat creation

- 3.4 The habitat surrounding the development (including the Northern Landscape buffer) shall continue to be used to provide nesting habitat for UKBAP and Red Listed species.

Great Garland Farm

- 3.5 Great Garlands Farm Elbow receptor site and Great Garlands Farm Elbow Habitat Enhancement Area comprise two ponds and 5.4ha of grassland that shall be grazed at a low intensity and managed in accordance with the measures set out in Appendix 2.
- 3.6 The Western Grazing Marshes located within Great Garlands Farm and immediately west of the development site shall be managed to ensure that:
- The area is maintained as permanent grassland that shall not be cut for hay or silage before 1st July;
 - Stocking levels are limited to 0.75 Livestock Units (LU) per unit during the period 1st April to 15th May;
 - Fertilizers and pesticides shall only be used in low quantities at specific times of the year;
 - Mechanical operations shall not be carried out in the period 1st April to 30th July; and
 - Water levels in the ditches and dykes shall be managed to assist in the prevention of these features drying out.
- 3.7 The management measures shall ensure that the grassland areas of the Western Grazing Marshes shall not be overgrazed and shall benefit breeding birds. Seasonal restrictions on hay and silage cutting shall allow the majority

of ground nesting birds to raise broods before the habitat is cleared and the restricted application of mechanical operations during the period 1st April to 30th June shall also help to minimise disturbance to breeding birds.

- 3.8 Six kilometres of selected hedgerows on Great Garlands Farm have been restored by supplementary planting with the aim of creating a variety of dense continuous hedgerows between 2–4m high, 2–3m wide at the base and 1.5m at the top to provide suitable nesting habitat for a variety of birds. Hedgerows located in proximity to areas favoured by wintering waders and waterfowl in the grazing marsh have not be selected for restoration, as these species prefer open habitats.
- 3.9 The hedgerows and their understorey have been restored with species of various sizes and longevity, in order that a wide variety of invertebrates are able to populate the habitat. Flowering species have been selected to blossom and set seed/berry at different times during the season providing food for birds at important times of the year.
- 3.10 Hedges shall be trimmed in January – February, before breeding birds start nesting (trimming shall be avoided between March – August inclusive) and after wintering birds have fed on the berry crop. No hedgerow standard tree shall be felled unless it is a health and safety requirement. Hedge trimming shall be done on a 2 – 3 year rotation and the trimming of all hedges in the same year shall be avoided.

Northern Triangle East

- 3.11 The management and monitoring regime set out in Appendix 2 for the Northern Triangle East receptor site shall be implemented.
- 3.12 The 20ha of coarse tussocky grassland was not subject to any management for the first three years and thereafter the cutting of specific areas shall only be undertaken by machine in late summer, once every three years. In addition to the grassland species, this shall allow a variety of herbaceous species to become established that would not typically be able to set seed in grazed areas, such as thistles (*Cirsium* sp) and teasel (*Dipsacus fullonum*). This shall benefit breeding birds by:
 - Providing a different variety of seeds to the grazed areas that shall form a food source for a variety of farmland species such as linnet, yellowhammer and corn bunting;
 - Supporting a wide range of invertebrate species that shall provide a food source for insectivorous species such as Cetti’s warbler and skylark;
 - The additional cover provided by the taller vegetation shall support a large population of small mammals such as short-tailed voles (*Microtus agrestis*) that are important prey items for barn owls and kestrels (*Falco tinnunclulus*); and
 - Providing suitable nesting habitat for species such as grasshopper warbler and skylark.

Northern Triangle West

- 3.13 The 5ha of land in the south of this area has been enhanced to create 4 ponds, 3.5ha of coarse grassland and 1.4ha of scrub and shall be managed in accordance with the measures set out in Appendix 2.
- 3.14 The remaining area (13ha) of Northern Triangle West shall be managed to ensure it is a suitable habitat for Wintering/Breeding Birds.
- 3.15 Following assessment of final design an area within the Northern Triangle West shall be stripped to create scrapes and bare substrates for the benefit of Winter Wildfowl but which could also benefit ground nesting waders such as lapwing and redshank.

Northern Landscape Receptor Site

- 3.16 The Northern Landscape Receptor Site includes 22 ponds that shall be managed and maintained in accordance with the measures set out in Appendix 2 to benefit breeding birds.
- 3.17 Stocking density on 23.71ha of the grassland in the Northern Landscape Receptor Site shall not exceed 0.25 animals per hectare over a period of 300 days to allow sward height of 100mm to maintain over at least 75% of the area.
- 3.18 The planting of scrub and trees over 6.2ha benefits breeding birds by providing suitable nesting and foraging habitat for a variety of farmland birds. The inclusion of tree species in the planting scheme also provides further nesting opportunities for breeding birds that prefer to nest at higher elevations such as hobby.

Stanford Wharf Nature Reserve

- 3.19 Site A Habitat Enhancement Area is 10ha in size and includes two ponds and 7ha of coarse grassland and shall be managed in accordance with the measures set out in Appendix 2 to benefit breeding birds.

Surveillance and monitoring

- 3.20 The following surveillance and monitoring methods shall be employed:
- 3.21 Surveys shall be carried out around working areas to locate nest-sites of Schedule 1 species and ground-nesting birds for protection, where required.
- 3.22 The survey methodology to be employed is the territory (registration) mapping techniques as detailed in 'Bird Census Techniques (Bibby, C.J., Hill, D.A., Burgess, N.D. and Mustoe, S. (2000).
- 3.23 A species shall be assumed to be breeding if one or more of the following activities are recorded:

- territorial/alarm;
 - song;
 - aggressive encounter;
 - occupied nest/nest box/sitting on nest;
 - carrying nest material; and
 - carrying food.
- 3.24 Observations of birds made in the field shall be recorded directly on to maps to aid the accurate location and recording of the bird's breeding territories. Upon completion of the surveys, the data shall be used to create specific species maps (Master Maps).
- 3.25 The conservation status of the species recorded as breeding shall be measured against the following criteria:
- Annex 1 of the EU Birds Directive (Directive 79/409/EEC);
 - Schedule 1 of the Wildlife and Countryside Act 1981, (as amended);
 - Species of Principal Importance under Section 41 of the Natural Environment and Rural Communities Act, 2006;
 - Birds of Conservation Concern 5 (BoCC5) Red List (Stanbury et al., 2021; and
 - Essex local BAP species.
- 3.26 Species Master Map production and territory assessment shall only be undertaken for those species that are covered by one or more of the above criteria.

Timings and frequency

- 3.27 Prior to and during the construction period breeding bird surveys shall take place between March and June inclusive to encompass the breeding season for various species of birds. The results shall be used to identify the areas favoured by important species and the approximate numbers of each species.
- 3.28 More frequent specific surveys shall be carried out as required around working areas to locate nest sites of Schedule 1 and ground nesting birds. A Natural England Schedule 1 bird disturbance license may be required for this activity.
- 3.29 A post construction breeding bird survey shall be carried out once the new habitat has matured and again 3 - 5 years later, in consultation with the Environmental Advisory Group.
- 3.30 The results of these surveys shall be reported and presented to the EAG as appropriate.

Chapter 4: Invertebrates

- 4.1 This chapter sets out mitigation, management, monitoring and surveillance measures for fresh water and terrestrial invertebrates.

Habitat Creation and Management

Park

- 4.2 'Bee banks' have been incorporated into the habitat creation works within on-site habitat corridors. The south-facing banks shall be kept weed-free and free from chemical treatment. They will be valuable to solitary bee and wasp species to create tunnels for breeding in the exposed earth.
- 4.3 The following list of plant species which are valuable to invertebrates have been included in habitat creation in the Park:
- Gorse (*Ulex europaeus*);
 - Guelder rose (*Viburnum opulus*);
 - Dogwood (*Cornus sanguinea*);
 - Broom (*Cytisus scoparius*);
 - Blackthorn (*Prunus spinosa*);
 - Hawthorn (*Crataegus monogyna*); and
 - Elder (*Sambucus nigra*).
- 4.4 Approximately 6km of habitat corridors created in the Park for landscaping, drainage and general biodiversity enhancement, which will also be beneficial to invertebrates. The on-site habitat corridors consist of approximately:
- 3.4km of ditches;
 - 6.5ha of grassland;
 - 3.0ha of shrubs;
 - 3.0ha of woodland;
 - 13 log piles; and
 - 13 artificial hibernacula.
- 4.5 The management and monitoring regime set out in Appendix 2 for ditches, grassland, shrubs, log piles and hibernacula shall be implemented.

General

- 4.6 Areas of specific habitat for significant invertebrate species such as sparsely vegetated shingle, rough grassland around bushes and scrub and species-rich wildflower grassland, has been incorporated into the boundary habitat areas. The habitat designed for reptiles and birds such as black redstart and certain ground-nesting species will also benefit invertebrates.
- 4.7 Around the boundary of the site and along the road network, areas of scrub and shingle have been incorporated which will provide valuable foraging and nesting habitats to many populations of invertebrates. In addition, green landscaped areas have been seeded with nectar-rich plant species and tall grassland mosaics. Where embankments or mounds are constructed bare

ground and 'bee banks' have been incorporated and bare surfaces shall provide further burrowing habitat.

- 4.8 Management of the swales, the reptile and amphibian refuges and the boundary habitat areas have been designed to provide suitable conditions for invertebrates.
- 4.9 The use of weed killers on gravelled areas along roads etc. shall be reduced to a minimum. Where this management is considered essential, it shall be carried out on rotation throughout the site so that colonisation can take place from adjacent areas;
- 4.10 The use of insecticides on the service and landscaping areas shall be avoided where possible.

Receptor Sites

- 4.11 A total of 6km of habitat corridors consisting of ditches, grassland, shrubs, woodland, log piles and artificial hibernacula have been created in the receptor sites.

Great Garlands Farm Elbow

- 4.12 Management of the two ponds shall include the removal of accumulated silt and the cutting back of marginal vegetation to ensure minimal shading.
- 4.13 Aquatic vegetation removal shall be undertaken every few years or when required. The target for management shall be to create a mosaic of densely vegetated areas with intervening areas of open water. The vegetation that is removed shall be taken away from the pond margins to avoid damaging marginal communities of plants and invertebrates.
- 4.14 The marginal vegetation shall be managed in order to develop a more varied sward and mosaic of habitats. The cutting of the vegetation shall not occur between the months of May and August inclusive.
- 4.15 Grass cutting shall be varied across the site and different parts of the grassland shall be cut annually. The cutting of different areas at different times shall ensure a varied structure that is important for invertebrates. Areas shall be left uncut to provide a patchwork of small areas of tall, tussocky grass, offering valuable havens for communities of invertebrates which would be harmed by cutting elsewhere.
- 4.16 The eight log piles that have been constructed shall be managed by replacing logs that become displaced from the main pile and adding new logs if piles become significantly reduced in size due to rotting.
- 4.17 The eight hibernacula that have been constructed shall be examined annually and maintained including the replacement or addition of stone if required.

- 4.18 The use of weed killers and insecticides shall be avoided where possible or otherwise kept to a minimum. Where it is required, it shall be applied by spot treatment only around the base of newly planted shrubs.
- 4.19 The management measures in Appendix 2 shall be implemented in the Great Garlands Farm Elbow to benefit invertebrates.

Northern Triangle East Receptor Site

- 4.20 The habitat creation that has been undertaken on the eastern section of the Northern Triangle shall be beneficial to invertebrates. The enhancements at the Northern Triangle East Receptor Site include:
- The creation of 24 ponds;
 - Use of the spoil from pond creation to create uncompacted mounds of soil close to the new pond;
 - Encouraging the development of coarse, tussocky grassland over 80% of the site;
 - Planting of native shrub species over 20% of the north of the site;
 - Provision of 24 log piles; and
 - Provision of 24 artificial hibernacula.

- 4.21 The management of the ponds and terrestrial habitat shall be as for Great Garlands Farm Elbow. Grazing within the Northern Triangle East ceased at the end of April 2008. Control of scrub shall be undertaken when necessary to maintain scrub cover at no more than 70% of the total area of Northern Triangle East.
- 4.22 As with Great Garlands Farm Elbow, the use of weed killers and insecticides shall be kept to a minimum and be avoided where possible. Where it is required, it shall be applied by spot treatment only around the base of newly planted shrubs.

Northern Triangle West Receptor Site

- 4.23 'Bee banks' have been created to a similar design as those incorporated into the Park Area.
- 4.24 Wader scrapes shall be incorporated into Northern Triangle West to the north of the receptor site for the benefit of breeding birds and to provide additional habitat for invertebrates.
- 4.25 The habitat creation that has been undertaken in this area for great crested newts and reptiles will also benefit invertebrates. The habitat enhancements include:
- The creation of four ponds;
 - Planting of 1.4ha of scrub;

- Creation of 8.5ha of coarse grassland;
- The construction of 12 log piles; and
- The construction of eight hibernacula.

4.26 The management and monitoring regime set out in Appendix 2 for the ponds, scrub, grassland, log piles and hibernacula shall be implemented.

Northern Landscape Receptor Area

4.27 The Northern Landscape Receptor Site has been created as a receptor site for great crested newts and reptiles. Habitat creation in this area shall benefit a range of species including invertebrates. The enhancements include:

- The creation of 22 ponds;
- Development of lightly grazed tussocky grassland over approximately 23ha;
- The construction of 22 log piles and hibernacula; and
- Tree and shrub planting over an area of approximately 6.2ha.

4.28 Coarse tussocky grassland habitat shall be allowed to develop on a rotational basis by removing grazing animals for a period of 12 months and subsequent management by grazing at a low stock density, or annual cutting. The height of grass cutting, if undertaken, shall be varied across the site and different areas shall be cut at different times to ensure a varied structure that is important for invertebrates.

4.29 The management and monitoring regime set out in Appendix 2 for the ponds, shrubs, log piles and hibernacula shall be implemented.

Stanford Wharf Nature Reserve (Site A) Habitat Enhancement Area

4.30 The site has been flooded and converted to mudflats specifically to enhance the area for waterfowl (particularly wading birds) and invertebrates. Habitat enhancements include:

- The construction of a new seawall;
- The creation of two ponds;
- The creation of brownfield habitat (created by importing brownfield substrate for a “clean” source);
- Development of tussocky grassland over approximately 7ha; and
- The construction of two log piles and two hibernacula.

4.31 The management and monitoring regime set out in Appendix 2 for the ponds, grassland, log piles and hibernacula shall be implemented.

Chapter 5: Great Crested Newts

- 5.1 This chapter sets out management, monitoring and surveillance measures for great crested newts.

Management and Maintenance

- 5.2 The management and maintenance measures for aquatic and terrestrial habitats in the habitat creation areas set out in Appendix 2 of this document shall be implemented to benefit great crested newts.

Great Crested Newt Tunnels

- 5.3 The management and monitoring of the existing Great Crested Newt (GCN) tunnels shall be implemented in accordance with protocols set out in table 5.1. Management and maintenance shall be carried out until such time as the EAG consider it unnecessary. Further detail on the monitoring of great crested newt tunnels is provided in paragraphs 5.7 - 5.8.

Table 5.1: Great Crested Newt Tunnels

Location	Manorway Road and Access Road newt Tunnels
Objective	<ol style="list-style-type: none"> 1. Maintain tunnels free of debris to facilitate the passage of newts. 2. Ensure tunnel base is not completely flooded for more than 10 days between 1st February and 31st October each year. 3. Maintain permanent amphibian fencing in sound condition either side of each tunnel entrance. 4. Maintain high quality terrestrial habitat of scrub and coarse grassland for a radius of 5 metres at tunnel entrances.
Management	<ol style="list-style-type: none"> 1. Any blockages shall be cleared and jet cleaned with water to remove contaminants (Prefabricated “ACO” tunnels only) prior to breeding and hibernation migrations, in early January and late August. 2. The Manorway ACO type tunnels shall be jet washed twice annually at the same time as they are examined to remove contaminants. 2. The drainage system shall be maintained to prevent tunnel flooding. 3. Permanent amphibian fencing shall be repaired as required. 4. Management of terrestrial habitat at tunnel entrances if required.
Monitoring	Monitoring shall take place twice annually in early January, prior to breeding migration, and late August, prior to hibernation migration.
Remedial Action	Replacement or reconstruction.

Great Crested Newt Monitoring

- 5.4 Great crested newts shall be monitored to ensure the creation of a viable population in accordance with the procedures set out in Appendix 2 and the protocols set out below.
- 5.5 Starting in the year following creation, all water bodies created for great crested newts shall be surveyed every year, for ten years or until 3 years after the total development is complete and operational, whichever is the longer period.
- 5.6 The survey methodology shall follow that in the English Nature Great Crested Newt Mitigation Guidelines. Six visits shall be conducted each year using the range of standard survey techniques, as appropriate to each water body to provide population size class data for each water body, with annual results collected for at least ten years and until three years after the total development is completed.
- 5.7 Monitoring of the use of the access road newt tunnels and connectivity across roadways was undertaken until 2021 and newt movements were confirmed on eight out of the nine tunnels. On this basis it has been agreed with the EAG that the monitoring of the use of these tunnels will cease. The monitoring of tunnel one for useage shall continue until agreed that it can cease by the EAG.
- 5.8 The newt tunnels shall also be monitored for physical condition, blockages and environmental factors such as flooding, as set out in table 5.1. Results of this monitoring shall be considered together with the results of great crested newt monitoring and any shortfalls shall be addressed with changes in management or remedial actions as appropriate.
- 5.9 A report on all monitoring work shall be submitted to Natural England and the results of all surveys shall be made available to the Environmental Advisory Group. A final report of the whole scheme shall be published by the EAG. Interim results shall be described in an annual ecology report. LGPDL shall be responsible for ensuring that all monitoring is carried out and reported as required. All monitoring work shall take place on land owned by LGPDL or on land to which LGPDL has access rights.

Habitat Monitoring

- 5.10 Habitats shall be monitored in accordance with the protocols set out in Appendix 2. Information shall be carefully recorded before, during and after any work.
- 5.11 Information collected shall include the location, date and extent of management activities, observations made while management activities are being carried out and recommendations for future management.
- 5.12 A monitoring visit shall be made to all sites in late summer every year. Terrestrial habitat grassland sward height shall also be monitored during GCN survey visits in April/May and on a monthly basis during periods of management by grazing at NLRS and GGFE Habitat Enhancement Area.

Results of the monitoring visit and recommendations for management shall be recorded on a habitat monitoring recording sheet (see Appendix 3). All fields on the recording sheet shall be completed.

- 5.13 Habitat monitoring and management shall be the responsibility of LGPDL and shall be carried out in until such time as the EAG consider it unnecessary. Action shall be undertaken as appropriate in the event of any negative or sub-optimal results.

Chapter 6: Bats

- 6.1 This chapter sets out mitigation, management, monitoring and surveillance measures for all species of bats.

Habitat Creation and Management

- 6.2 No new commuting or foraging habitat shall be created specifically for bats. However, water bodies provided for amphibians, boundary ditches and fleets and additional new native tree planting shall all provide habitats for the prey items of bats and sheltered corridors for movement.

Park

- 6.3 Bat boxes were installed onto drainage crossings gabions walls across the park.

Off-site habitat creation areas

- 6.4 No habitat management has been undertaken specifically for bats. However, management of habitat areas created for other species shall provide improved feeding and commuting opportunities for bats. The management and maintenance of terrestrial and aquatic habitats set out in Appendix 2 shall be implemented to provide improved feeding and commuting opportunities for bats by maintaining sufficient ground cover and abundant invertebrate prey. The planting and maintenance of hedges and scrub shall also provide habitat for insects and sheltered commuting corridors for bats.

General

- 6.5 The use of weed killers along roadside verges shall be kept to a minimum. If this is required, it shall be carried out on a rotational basis.

Chapter 7: Water Vole

- 7.1 This chapter sets out mitigation, management, monitoring and surveillance measures for water voles.

Habitat creation and management

Park

- 7.2 At least 6km of suitable water vole habitat within the development site has been created. A large proportion of comprises the boundary ditch and habitat corridors.

General

- 7.3 Habitat management shall aim to maintain between 1 metre and 300mm of stand water in all new fleets. A linear strip of at least 2 – 3m of tall grassland along both sides of watercourses shall be maintained. Cutting of such vegetation shall occur annually in late autumn to no shorter than 100mm. Aquatic vegetation shall be dredged between October and March, with no more than half to be removed in any annual cycle.
- 7.4 A minimum of 6km of fleet has been created for water voles. The construction of the outer boundary ditch surrounding the Park, the drainage swales and new fleets created within the Western Marshes and Northern Triangle have fulfilled this target.
- 7.5 In line with good practice, mink and brown rats shall be controlled until such point as the EAG consider it no longer necessary.

Monitoring and Surveillance

- 7.6 Monitoring of receptor sites shall be undertaken in line with any mitigation licences granted by Natural England.
- 7.7 Action shall be dependent upon the receptor site in question and detailed survey results. It will be essential to identify and address the cause of population failure prior to any further reintroductions.
- 7.8 The receptor sites shall be subject to management plans implemented by the site owner, the RSPB, Essex Wildlife Trust or LGPDL. Management plans shall aim to ensure the long-term survival and viability of the released water vole populations.

Responsive Water Level Management

- 7.9 Water levels shall be managed where appropriate to ensure that excessive flooding or drying out of water bodies on the receptor sites does not occur. The objective of management of this type shall be to create stable water levels for the majority of the water bodies in the receptor area.

Long-term Water Level Management

- 7.10 Where appropriate, management shall include de-silting of water bodies every 3-5 years. The objective of clearance shall be to maintain the drainage function of attenuation pools and drainage ditches and prevent channels becoming choked with vegetation. Detailed de-silting plans shall be informed by up to date water vole survey information to allow lengths containing active water vole burrows to be avoided.
- 7.11 De-silting shall be conducted between November and January to avoid the water vole breeding season, and machinery shall be selected that is appropriate to the task. Works shall be undertaken from one bank only, and efforts shall be made to minimise impacts upon bankside vegetation by confining dredging activity to the central section of the channels where possible.
- 7.12 To provide short-term refuges for voles during the works, regular sections approximately 10-20m in length, shall be left untouched. To ensure longer term habitat availability at least a third of the total length of each water body shall remain untouched each year. If appropriate, work shall proceed upstream to allow any dislodged plant propagules or invertebrates to float downstream onto the disturbed substrate and colonise such areas.

Bankside Vegetation Management

- 7.13 Bankside vegetation management in receptor sites shall be undertaken specifically to ensure the continued availability of suitable habitat for water voles. To avoid the water vole breeding season, bankside vegetation management shall occur in the autumn (September – October). This shall also facilitate the emergence of a rich grass sward prior to the winter months.
- 7.14 Management shall aim to maintain marginal vegetation and a 2 metre strip at the top of the bank, in order that cover and food resources are maintained.

Mink Control Measures

- 7.15 Measures to control American mink shall be implemented at all receptor sites in line with good practice, until such time as the EAG consider it no longer necessary.
- 7.16 Mink control shall be in line with best practice guidelines; Game Conservancy Trust mink rafts shall be employed in order to facilitate this action. Where necessary trapping of mink shall occur year round. However, it is anticipated that efforts shall be concentrated in early spring (February – April) prior to the mink breeding season when mink are known to particularly target over wintering water voles. Any such programme of control shall be included as part of the management strategy for the receptor site concerned.

Translocation Methodology

- 7.17 Water voles will be trapped and translocated in accordance with the guidance in the Water Vole Mitigation Handbook for Development and Other Construction Activities (Dean, M., Strachan, R., Gow, D. and Andrews, R. (2016); The Water Vole Mitigation Handbook for Development and Other Construction Activities. Eds. Fiona Mathews & Paul Chanin.), unless guidance is superseded, in addition to guidance from Natural England.

Chapter 8: Brown Hare

- 8.1 This chapter sets out the management, monitoring and surveillance measures for Brown Hares.

Habitat creation and management

- 8.2 No habitat has been specifically provided for brown hares. However, habitat created for other protected species, especially tall grassland shall benefit brown hares. Arable and grazing marsh management undertaken for other species shall also improve habitat provision for brown hares.
- 8.3 The grassland habitat creation areas at Northern Triangle East, Northern Triangle West, Northern Landscape Receptor Site, Site A habitat enhancement area and Great Garlands Farm Elbow Receptor Site and habitat enhancement area provide suitable brown hare habitat. The grassland shall be managed, maintained and monitored in accordance with measures set out in Appendix 2. In total an area of 67.5ha of coarse grassland habitat suitable for hares has been created.
- 8.4 The area of Great Garlands Farm is already under an Environmentally Sensitive Area scheme, and LGPDL shall encourage the tenant farmer (Dr Frood) to continue this and implement measures to encourage brown hares where possible.

Surveillance and Monitoring

- 8.5 Sightings of Brown Hare shall be recorded and mapped during other protected species survey visits that shall take place during the operational phase of the development in order that breeding numbers and preferred areas can be determined.

Chapter 9: Reptiles

- 9.1 The mitigation, management, monitoring and surveillance measures set out in this chapter are relevant to the following reptiles that are protected under the Wildlife and Countryside Act 1981 (as amended):
- Common lizard;
 - Slow worm;
 - Adder;
 - Grass snake.

Habitat creation and management

Park

- 9.2 Habitat corridors have been provided throughout all areas of the development. At least 6km of boundary ditch and habitat corridors including a linear strip of between 2 - 3 metres of tall grassland has been provided along all bank sides, the cutting of which shall take place annually in late autumn, to no shorter than 100mm. These corridors also provide suitable habitat for reptiles which may re-colonise the site following completion of the development.
- 9.3 No deadwood shall be removed from the site rather it shall be transferred to rot down in refuge areas.
- 9.4 Refugia suitable for basking have been provided in all refuge areas and vegetation shall be cleared back from them annually.
- 9.5 Reptile habitat creation has been incorporated into parts of the drainage swale network, providing new hibernation sites in areas distant from the railway. Rough grassland provided for water voles and scrub for breeding birds shall also provide good reptile habitat.
- 9.6 The management measures set out in Appendix 2 for on-site habitat corridors shall also be implemented for the benefit of reptiles.

Off-site receptor sites

- 9.7 Specific reptile habitat has been created in a 10m buffer strip on the perimeter of the Park (Northern Landscape Receptor Site). The receptor area has been fenced off to prevent reptiles re-entering the development site.
- 9.8 Other receptor sites, also primarily established as mitigation areas for great crested newts, include: Great Garlands Farm Elbow Receptor Site, Northern Triangle East Receptor Site and Northern Triangle West Receptor Site.
- 9.9 The Northern Triangle East, Northern Triangle West, Northern Landscape receptor sites shall be managed in accordance with the measures set out in Appendix 2.

Protection Measures

Installation of Reptile Exclusion Fencing around the Exclusion Zones

- 9.10 The exclusion fence which forms the perimeter of the Park shall be maintained to prevent reptiles re-colonising the Park until Natural England deem it is no longer necessary through the relevant licences.
- 9.11 Removal of the exclusion fencing shall be done under the supervision of an ecologist and outside the reptile hibernation period, i.e. between the months of April to September inclusive. An ecologist shall also be present during site clearance in case any reptiles are found.

Chapter 10: Scarce Plants

10.1 This chapter sets out mitigation, management, monitoring and surveillance measures for nationally scarce plants:

- Divided sedge (*Carex divisa*);
- Dittander (*Lepidium latifolium*);
- Stiff saltmarsh-grass (*Puccinellia rupestris*);
- Broad-leaved spurge (*Euphorbia platyphyllos*);
- Annual beard-grass (*Polypogon monspeliensis*).

Protection Measures

Park

10.2 Habitat corridors have been created across the Park that shall allow movement of great crested newts and other wildlife through the site. The inclusion of habitat suitable for breeding and foraging great crested newts within these corridors has provided the opportunity for planting of divided sedge grown in the plant nursery, at suitable locations next to ditches and water bodies. In conjunction with the creation of the habitat corridors, approximately 200 divided sedge has been planted out in suitable habitat, in clumps of 20-30 plants across the site. The habitat corridors are also be subject to management plans to be agreed with the EAG that consider Locally Important plants.

Northern Triangle West

10.3 Wader scrapes shall be incorporated into Northern Triangle West, which shall offer additional habitat for the divided sedge and dittander.

Surveillance and Monitoring

10.4 In 2011, scarce plants (including divided sedge, dittander, stiff saltmarsh-grass and annual beard-grass) were translocated from the London Gateway site to the following off-site receptor sites:

- Northern Triangle East Receptor Area;
- Northern Triangle West Receptor Site;
- Northern Landscape Receptor Site;
- Stanford Wharf Nature Reserve.

10.5 The following measures shall be undertaken:

- Translocated plants shall be monitored at the receptor sites for a period of two years following each translocation. If the survival rate of translocated plants of each species is less than 50% at each of the receptor sites, the reason for the poor survival rate shall be investigated and if appropriate further translocations shall be conducted where possible from remaining populations within the Park and the scarce plant nursery.

- Monitoring of the off-site receptor sites shall be carried out at an interval of 3 and 5 years following completion of the development to assess the long-term success of the translocation programme. This shall also include marking out and control of invasive species. The translocations and monitoring shall be documented in a report that shall be made available to the County Biological Recorder following completion.

Appendix 1:
RSPB Information and Advice Note, 2003

Information and advice note

Version 1 –
June 2003

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Creating wader scrapes and flashes on farmland.

Summary

Several species of wading bird of conservation concern use farmland on which to breed. They may nest in spring crops and tillage on arable land, in wet grassland or in-bye pasture. However, drainage and improvement of grassland to provide better grazing and forage has greatly reduced suitable areas for feeding and nesting. An opportunity to offset some of the declines in breeding waders on farmland is possible through the creation of scrapes and wet flashes with sparse marginal vegetation. These can provide important feeding areas for adult and young birds alike, and can help a range of other important species of bird throughout the year. Table 1 lists the birds likely to benefit by the creation of scrapes and flashes.

Table 1: Birds of conservation concern likely to benefit from the creation of a scrape.

Species	BoCC status	Requirements for nesting	Requirements for feeding
Curlew	Amber	Tussocky damp grassland or heathland.	Pastures, damp fields, particularly with wet flushes
Lapwing	Amber	Short grass (0- 12cm) with some tussocks, spring tillage or bare ground	Short vegetation and wet mud in damp grassland and water margins,
Redshank	Amber	Short (5-15 cm) damp grassland with tussocks, close to standing water.	Damp grassland, marginal vegetation, mud and shallow water.
Snipe	Amber	Wet pastures and boggy heaths with a tussocky sward of 10-30 cm.	Soft damp ground, or shallow muddy bottomed pools. Close to cover.
Oystercatcher	Amber	Short grassland, bare ground or shingle banks, all with open views.	Short grassland, and marginal vegetation with soft damp ground to probe for food.
Ringed Plover	Amber	Bare stony ground including spring tillage	Soft damp mud or dry muddy areas.
Teal	Amber	Tussocky marsh vegetation near shallow water.	Aquatic invertebrates and weed seeds.
Shoveler	Amber	Tussocky marsh vegetation near shallow water.	Aquatic invertebrates and weed seeds
Water Rail	Amber	Tall dense clumps of marsh vegetation in shallow standing water.	Invertebrates
Turtle Dove	Red	Dense scrub and thick tall hedges often in climbers.	Weed seeds especially around short sparse vegetation.
Yellow Wagtail	Amber	Damp meadows or cereal fields	Insects from grazed pasture and short, sparse marginal vegetation around pools.
Song Thrush	Red	Trees, hedges or scrub.	Invertebrates, especially earthworms and snails, and, in autumn, fruit.
Starling	Red	Trees, buildings or nest boxes	Insects and seeds from grazed pasture and short, sparse marginal vegetation around pools.
House Sparrow	Red	Buildings or nest boxes, hedges or scrub	Insects and weed seeds.
Tree Sparrow	Red	Trees, buildings or nest boxes	Insects and weed seeds.
Linnet	Red	Thick thorny hedges. Also, scrub and brambles on grassland and waste ground.	Insects and weed seeds.
Yellowhammer	Red	Thickets and tall thick grass.	Insects and weed seeds.
Reed Bunting	Red	Ditch edges, crops and set-aside. Occasionally in hedges.	Insects and weed seeds.
Corn Bunting	Red	Crops, set-aside and field margins.	Insects and weed seeds.

BoCC= Birds of Conservation Concern: 2002-2007 (RSPB) Red = high concern, Amber = medium concern

The Countryside Stewardship Scheme, operated in England by DEFRA, provides payments to farmers to improve and extend wildlife habitats, including scrapes. This Information and advice note provides guidance on how to create and manage shallow scrapes and wet flashes for wetland birds on farmland. The landscape feature likely to be most appropriate to scrapes within the Countryside Stewardship Scheme is waterside land. Where there are no conflicts with other priorities, scrapes could also be considered for arable land, low lying coastal land, degraded old meadows and pasture, and for upland.

Assessing the habitat

Scrape creation should only be attempted in suitable areas. These are often in low-lying poorly drained areas of fields, where as a result, crop yield and productivity is low. It is important to consider all the issues before proceeding, and where necessary, specialist advice should be sought. Table 2 identifies the key issues needed to be assessed.

Table 2 Key issues to be considered in scrape creation

Issue	Rationale	Points to consider
Geographic location	Breeding waders have been lost from large areas of the country. Newly created habitat may be only slowly colonised by target species.	<ul style="list-style-type: none"> Target species should ideally be present in the locality to enable colonisation.
Site suitability	Waders generally require unenclosed habitats with an open and tussocky vegetation structure.	<ul style="list-style-type: none"> The site should be unenclosed, being relatively free of hedgerows, trees and other screening. Is the site accessible for grazing or cutting management required to maintain the habitat structure.
Hydrology and soils	Adult waders and their chicks feed in damp soil and shallow water with muddy margins	<ul style="list-style-type: none"> Can shallow water be maintained throughout the spring and early summer? (water control structures will be needed to manage water levels in some cases). Are the soils suitable? Free draining soils are generally unsuitable unless the water table is close to the surface. Have the water flows entering or leaving the area been identified and quantified. Consult with appropriate authorities to ensure there is no conflict when altering drainage.
Potential conflict with other features:	A scrape should NOT be created in areas where there is a conflict of interest, for instance where there is: <ul style="list-style-type: none"> Environmental Historic and archaeological, or Cultural landscape interest. 	<ul style="list-style-type: none"> Does the land have existing conservation value; eg a wet marsh or species rich flower meadow? Is the land a Scheduled Ancient Monument, other archaeological site, or ridge and furrow field system? Are there existing public rights of way?

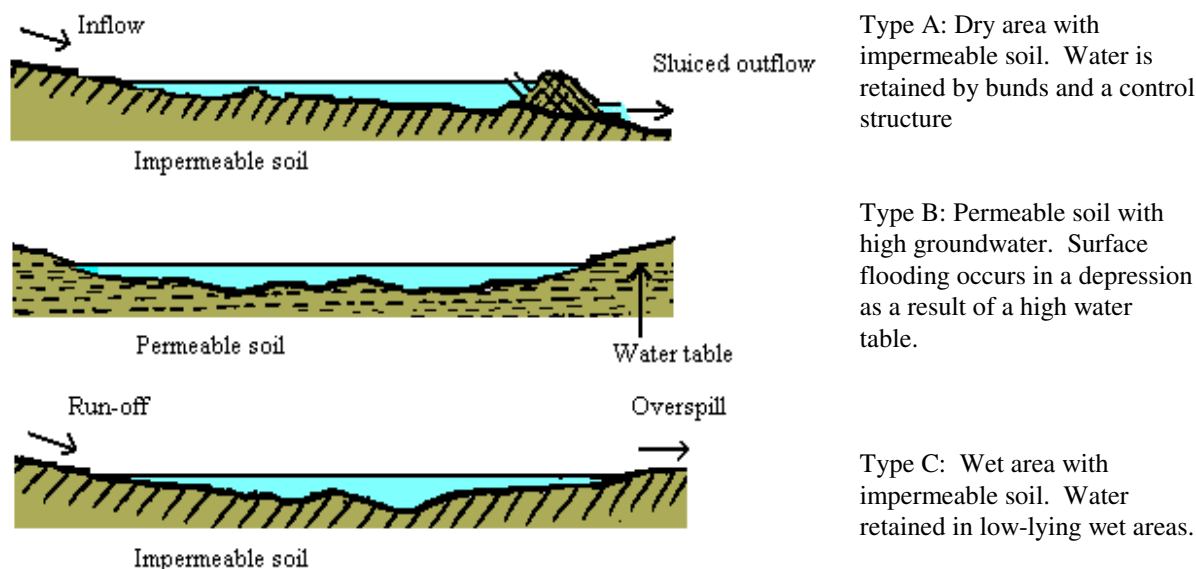
Creating the scrape

Scrapes may be located in a range of soil and hydrological conditions (see Figure 1) but most frequently will be on relatively level open land, preferably seeking a known damp area where water lies naturally on impermeable soils. Creating a scrape is often simply a case of reversing or reducing the function of drainage in a particular area, in others water may be directed to a chosen location. Assess the soils and drainage patterns for the site and if necessary, block any drains that take water away from the scrape area or redirect others to drain into it. Consider any likely impacts created up-stream by blocking or diverting drainage and consult with the necessary statutory agency (eg The Environment Agency in England and Wales) for further advice. In potentially difficult situations, it may be necessary to assess rainfall against evapo-transpiration and volumes of water flow throughout the critical spring period, using local climate data from the Meteorological Office. Expert assistance may be required at this stage.

- There is no minimum size of scrape but 1 hectare will provide an adequate amount of feeding habitat.
- Several small flashes could be created instead of one larger one, and will provide more marginal habitat, but may also require more maintenance.
- Sculpting a convoluted, or sinuous, edge to the scrape will increase available feeding area and is likely to provide shelter in windy weather.
- Water depths in the scrape in early spring should typically be between 0–25 cm over half of the area and the remainder 25–50 cm.
- Ideally locate in a natural depression; otherwise, earthmoving, undertaken during a dry period, may be required to achieve the correct depth.
- A very gentle slope with an uneven finish will allow shallow wet pools to remain longer within the scrape and allow a gradual exposure of the feeding surface.

Any spoil material that is the by-product of excavating the scrape should ideally be removed away from the area. Alternatively, the spoil could be used to construct a bund around the downstream edge of the scrape. Note that this may limit the openness of the scrape and reduce its attractiveness to birds. Bunds need to be carefully engineered so that they are stable and impervious. It is very important to consult with the appropriate authorities to ensure that designs are appropriate and storage capacities are not exceeded, as there are serious safety considerations¹.

Figure 1 Types of scrape



Type A: Dry area with impermeable soil. Water is retained by bunds and a control structure

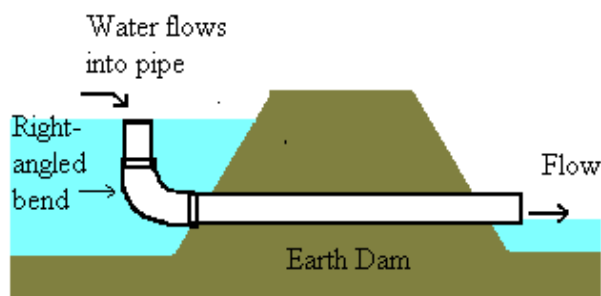
Type B: Permeable soil with high groundwater. Surface flooding occurs in a depression as a result of a high water table.

Type C: Wet area with impermeable soil. Water retained in low-lying wet areas.

Managing water levels

The provision of shallow water and muddy margins are important to feeding waders, and ideally, the water levels in a scrape should be controllable. Without the ability to control the inflow or outflow of water, the scrape may dry out too soon in early dry weather, while a wet spring may result in levels remaining too high. A simple water control device, or sluice, can be installed to help manage levels.

Figure 2: Diagram of a pipe sluice.



The most cost effective sluice is likely to be constructed with a length of plastic piping, either rigid pipe with a swivel end or flexipipe, laid through an earth dam in the outflow ditch or bund (Figure 2). Each end extends beyond the dam, and the upstream end is held at the desired level. Flexipipe will normally need weighting to keep the lip submerged and require a length of rope to hold the upstream end at the desired level. Adjusting the upstream end (by swivelling the pipe or raising or lowering the rope) will set the desired water levels.

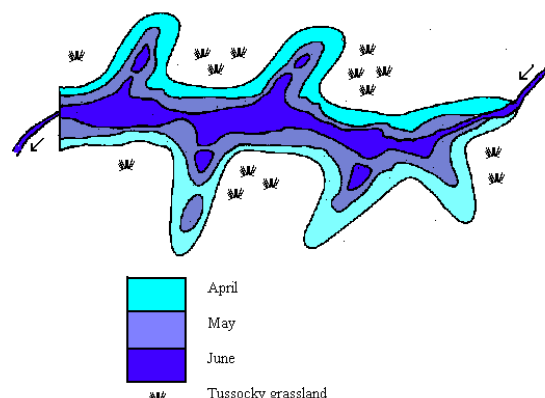
Other options are available, for example: drop-board sluices. These are more costly in time and resource to install. Details of these can be found in Reedbed Management for commercial and wildlife interests (see further reading).

¹ Note: Impounding volumes of water in excess of 25,000m³ above ground falls under 1975 Reservoir Safety Provisions Act. Design and construction under control of DEFRA Panel Engineer and inspected annually. (A bunded scrape with an average depth of 25cm would need to be bigger than 10 ha to exceed this)

The scrape should naturally reduce in depth slowly during the spring through evaporation. Alternatively, depending on weather, let water out of the scrape slowly (1cm depth at a time) to create a muddy fringe. If the sluice is not connected to an existing watercourse, a soak away will need to be created behind the dam to take the water drawn off through the sluice.

In Figure 3 the outer line represents the extent of the open water in early April, ideally surrounded by short grassland with up to 20% tussocky grassland. The middle line represents the shrinking area of water by the end of May and the inner by the end of June. Annual weeds will have grown on the mud and set seed. By August the scrape should be all but dry and ready for management.

Figure 3: Hypothetical scrape, showing receding area of water throughout spring and early summer.



Feeding requirements

Waders and their chicks require a constant supply of high protein invertebrate food throughout the breeding season. A rich supply of insects will also help other birds such as Reed Bunting and Yellow Wagtail, which rely heavily on insect food for their chicks. The conditions created by the periodic flooding and drying of ephemeral water bodies attract a limited but specialised range of invertebrates. These often occur in very high numbers because of reduced competition and few predators. The water body is often nutrient rich because of the levels of organic matter, which encourages high rates of invertebrate reproduction, particularly of midge larvae, which are a valuable food source for waders and their chicks.

As the water levels in the scrape are lowered, or dry naturally, annual plants will germinate on the margins; these provide additional food and cover for chicks. The seeds they produce will accumulate around the edges of the pool and will provide winter food for waterfowl as well as a variety of finches and buntings that come to the shallow margins to drink and bathe.

Maintenance

It will be necessary to manage colonising plants, such as rushes or grasses, to prevent them from choking the whole area. Patchy cover of marginal plants will provide cover for young chicks, but if this exceeds more than 25% of the scrape, then management should be considered. Grazing with livestock at a moderate intensity is ideal as it a) creates a mosaic of tussocks and short turf used for nesting by a range of wader species, b) augments the invertebrate population of the margin through dunging. If grazing is not possible, cutting or cultivation could be used. Cutting should be timed for suitably dry periods after the end of the breeding season, usually between August and October. It is not necessary to remove the cuttings, as they will initially provide a source of seed food and later, as it decomposes, a source of insect food for birds.

Following summer/autumn management, re-flooding in winter will kill colonising perennial vegetation such as grass. Annual weeds, which germinate each year on the muddy margins as the water retreats, are important as they provide a large supply of seeds for dabbling duck as well as number of passerines such as Yellowhammer, Reed Bunting and Linnet.

Further reading²

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² A complimentary set of Information and Advice Notes on the Ecology and Conservation for tree sparrow, yellowhammer, corn bunting, turtle dove, linnet, lapwing and yellow wagtail, all listed in Table 1, can be obtained from RSPB Conservation Management Advice. There are also available, leaflets for lowland and upland farmland habitats and species. Contact: richard.winspear@rspb.org.uk or telephone: 01767 680551

Case study sites

Old Hall Marshes, RSPB reserve

Old Hall Marshes nature reserve was acquired by the RSPB in 1984 and is run as a working farm as well as a nature reserve composed of several habitat types, including 70ha of improved grassland. The primary management of the reserve is as a traditional grazing marsh, providing sheep and cattle grazing to a number of local graziers.

The current 'improved' grassland is primarily managed for wintering Brent Geese by tightly grazing with sheep and cattle. A low-lying 'creek' feature, a remnant of the old saltmarsh grassland, retained water throughout the winter months but quickly dried out in the spring, minimising any benefit for breeding waders. By controlling water levels, this feature has been enhanced and maintained as a shallow scrape throughout the spring to provide feeding opportunities for breeding waders.

A windpump was installed in 2000 to lift water 2.0 m from the adjacent ditch and circulate through the scrape. Installation costs amounted to £9,000, while ongoing maintenance costs are negligible. Water can be let out of the scrape through a simple sluice mechanism of a 300 mm plastic pipe with a 90 degree 'turner' joint on the upward end. This enable precise water level control on the scrape by turning the joint to the required angle.

Breeding waders have increased from one or two pairs to 15 pairs of Lapwing and eight pairs of Redshank in 2002.



The wader scrape at high winter level, showing shallow pools and long shorelines

Contact: paul.charlton@rspb.org.uk

Newsham Hall Farm, North Yorkshire

This 330 ha farm supports a diverse range of lowland farmland habitats, including a newly created 31ha wetland complex of open water, fen and grassland.

After discussions with relevant agencies, the landowner was able to reinstate the wetland with a Countryside Stewardship grant to support the capital and revenue costs (£280 per ha for arable reversion to grassland and an annual re-wetting payment of £60 per ha for raised water levels)

Restoration was relatively simple, with the existing drainage infrastructure (an Archimedes Screw sub-soil system) switched off. This allowed ground water to rise, creating an area of shallow water (0.2 – 0.5m deep), surrounded by newly established wet grassland and hay meadows.

This attracts several hundred wintering waders (eg lapwing and golden plover), wildfowl and passage birds. Once the water management and new grasslands are established, breeding wader densities are expected to be high. Breeding reed buntings, sedge warblers and snipe have quickly colonised the wetland fringes.

Water level control – in the first year, water levels remained very high all year, with no lowering of levels during the breeding season to create good wader habitat. A newly installed flexi pipe system on the main ditch should now give the appropriate level of water level control

Grazing management – During the first year, there was no grazing in the wetland compartments. Agreements are now in place to deliver low-intensity cattle grazing year round, possibly using native hardy cattle breeds.

Condition monitoring –regular site visits from DEFRA and bird monitoring from a local volunteer should ensure site management continues to evolve to maximise the site’s biodiversity delivery.

Another CSS agreement is now in place, to convert an adjacent 40ha of arable land, into fenland and wet grassland. A bird hide overlooking the existing wet grassland area is proposed and the farm may be used as a demonstration farm in the future.

Contact: nick.mason@rspb.org.uk

Great Bridgeford Hall Farm, Staffordshire.

Under the Countryside Stewardship Scheme, 10ha of floodplain grassland along the River Sow is being managed as extensively grazed damp pasture. Through the RSPB Waders of Wet Meadows project, CSS has been actively promoted and targeted at floodplain sites in Staffordshire, Shropshire and Cheshire. Great Bridgeford Hall Farm came under CS management because of this project.

To introduce in-field wet features and raised water levels, sub surface drains on the site have been exposed, creating shallow, well-profiled, linear scrapes/ditches.

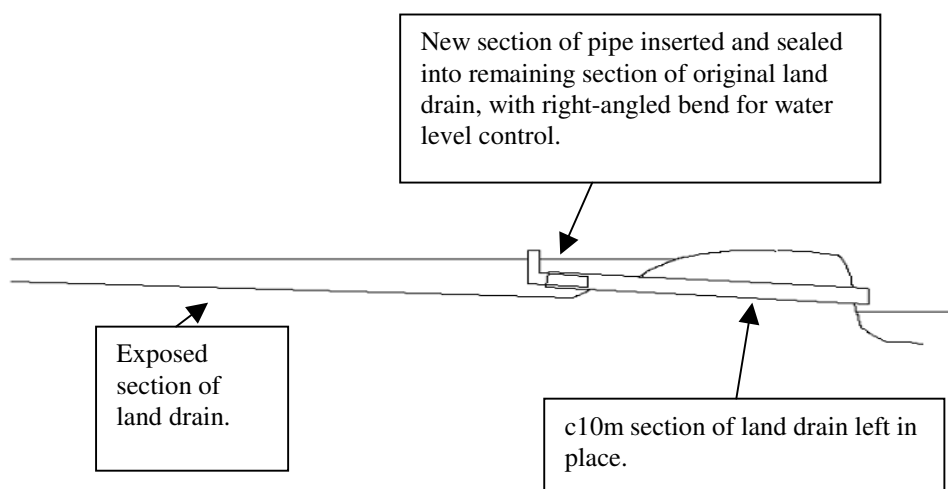
The final 10m of the drain, before they enter the River Sow, have been left intact. Where the remaining length of drain enters the exposed section, a right-angled-bend section of pipe has been inserted and sealed with the remaining land drain, to provide a system of control on water levels held in the exposed sections.

All exposed sections have been kept as shallow as possible, with gentle profiles. The result has been a network of linear, shallow scrapes/ditches across the site, providing plenty of shallow, muddy, margins. The right-angled bend arrangement provides water level control.

As well as creating the in-field wet features, the system has also resulted in raised water levels and some splash flooding across the field surface, away from the scrapes/ditches themselves.

Elsewhere on the site, land drains have been left in place, but blocked using commercially available pipe test plugs.

Longitudinal cross section of new ditch/scrape arrangement.



Contact: andrew.gouldstone@rspb.org.uk

Appendix 2:
Great Crested Newt Ecological Habitat Management
and Maintenance Plan (Amendment 012).
Thomson Ecology (September 2011)

Creation of favourable habitat features

A3.1 Terrestrial and aquatic habitat enhancement for great crested newts at the receptor sites and habitat enhancement areas has included the creation of coarse grassland areas, scrub areas, dry ditch features, log piles, stone pile hibernacula and ponds. The extent (numbers and areas) of habitat creation works are shown in table A3.1.

Table A3.1: Extent of habitat creation works for great crested newts at London Gateway receptor sites and habitat enhancement areas

Receptor Site	Habitat	Approximate No. or Area
Great Garlands Farm Elbow Receptor Site (1.35ha)	Ponds	2 (0.05ha)
	Grassland	1.0ha
	Scrub	0.3ha
	Log Piles	8
	Artificial Hibernacula	8
Great Garlands Farm Elbow Habitat Enhancement Area (4.4ha)	Grassland	4.4ha
	Log Piles	4
Northern Triangle East GCN Receptor Site (27ha)	Ponds	24 (0.65ha)
	Grassland	20ha
	Dry Ditches	27
	Scrub	5.5ha
	Log Piles	24
	Artificial Hibernacula	24
Northern Triangle West GCN Receptor Site (~5ha)	Ponds	4 (0.1ha)
	Grassland	3.5ha
	Scrub	1.4ha
	Log Piles	8
	Artificial Hibernacula	8
Northern Landscape Receptor Site (30.5ha)	Ponds	22 (0.59ha)
	Grassland	23.71ha
	Scrub and Trees	6.2ha
	Log Piles	22
	Artificial Hibernacula	22
Stanford Wharf Nature Reserve Enhancement Area (10ha)	Ponds	2 (0.1ha)
	Grassland/Brownfield	9.9ha
	Woodland edge	500m
	Log Piles	2
	Hibernacula	2

Management and maintenance of aquatic and terrestrial Habitats

A3.2 The management and maintenance measures set out below shall be implemented in the off-site receptor sites and habitat enhancement areas where applicable according to table A3.1. Habitat management measures for the on-site habitat corridors shall be implemented.

Management and Maintenance of Aquatic Habitat

Management of water levels

A3.3 The measures set out in table A3.2 to control pond water levels shall be implemented.

Table A3.2: Management of water levels

Objective	Minimum summer water level for ponds shall not be below 50% of maximum planned depth.
Management	Ponds shall be topped up as necessary using mains water supply outlets currently available close to the ponds. Mains water is preferred since it is free from fish and fish eggs.
Monitoring	The water level in ponds shall be monitored annually in June.
Remedial Action	Top up water levels. Put liners into currently unlined ponds if necessary.

Removal of excess aquatic vegetation

A3.4 Aquatic vegetation shall not be removed from more than 60% of the pond area. The measures set out in tables A3.3a to manage aquatic vegetation for a variety of pond types and table A3.3b to manage aquatic vegetation within the on-site habitat corridor ditches shall be implemented.

Table A3.3a: Management of aquatic vegetation

Location	Habitat creation sites
Objective	10% to 50% open water
Management	Removal of excess vegetation shall take place annually in January to give 10% to 50% open water. Vegetation shall be search for newts, placed on the pond edge for 1-2 days and then removed from the vicinity of the pond.
Monitoring	The percentage cover of aquatic vegetation in ponds shall be recorded annually in June.
Remedial Action	If vegetation is excessive it shall be removed to give 35% to 60% open water. If vegetation is insufficient appropriate aquatic species shall be planted.

Table A3.3b: Management of aquatic vegetation

Location	On site habitat corridor ditches
Objective	10% to 25% open water
Management	Removal of excess vegetation shall take place annually in January to give 10% to 25% open water. Vegetation shall be searched for newts, placed on the pond edge for 1-2 days and then removed from the vicinity of the pond.
Monitoring	The percentage cover of aquatic vegetation in ponds shall be recorded annually in June.
Remedial Action	If vegetation is excessive it shall be removed to give 35% open water. If vegetation is insufficient appropriate aquatic species shall be planted.

Removal of excess marginal vegetation

- A3.5 The measures set out in table A3.4a to manage marginal vegetation for different pond types and the measures in table A3.4b to manage marginal vegetation within the on-site habitat corridor ditches shall be implemented.

Table A3.4a: Management of marginal vegetation

Location	Habitat creation sites
Objective	Unmanaged marginal vegetation over 25% to 50% of pond margin. Managed marginal vegetation over 50% to 75% of pond margin. No encroachment of marginal vegetation beyond 3 metres inward of plotted or original pond edge.
Management	Marginal vegetation shall be cut and removed annually in January for 55% to 75% of the pond margin. Planting of marginal vegetation shall take place if insufficient establishment has been achieved three years after construction.
Monitoring	Species diversity and percentage of encroachment shall be recorded through the receptor site management plan.
Remedial Action	Cutting and removal of marginal vegetation

Table A3.4b: Management of marginal vegetation

Location	On site habitat corridor ditches
Objective	Maintain marginal vegetation and a 2 metre strip at the top of the bank with optimal cover to benefit water voles and GCN.
Management	An annual cut and rake shall take place in September and October.
Monitoring	Monitor status of vegetation annually in June.
Remedial Action	Alteration of management regime.

Invasive Non-Native Plant Species

- A3.6 The measures set out in table A3.5 to manage invasive non-native plant species in all pond types at all habitat creation sites and within the on-site habitat corridor ditches shall be implemented.

Table A3.5: Management of invasive non-native plant species

Location	All Pond types at all habitat creation sites and on site habitat corridor ditches
Objective	Unmanaged marginal vegetation over 50% of pond margin. Managed marginal vegetation over 50% of pond margin. No encroachment of marginal vegetation beyond 3 metres inward of plotted or original pond edge.
Management	If detected, non-native plant species shall be removed from ponds as soon as possible. The main invasive species likely to be encountered are Australian swamp stonecrop (<i>Crassula helmsii</i>), parrot's feather (<i>Myriophyllum aquaticum</i>) and floating pennywort (<i>Hydrocotyle ranunculoides</i>). The removed vegetation shall be searched for newts, placed on pond/ditch edge for 1-2 days and then removed from the vicinity of the pond or ditch.
Monitoring	Monitoring shall take place annually in June for the presence of invasive non-native plant species.
Remedial Action	Immediate removal of non-native species.

Shading scrub

- A3.7 The measures set out in table A3.6 to manage shading scrub in all pond types at all habitat creation sites and within the on-site habitat corridor ditches shall be implemented.

Table A3.6: Management of shading scrub

Location	All Pond types at all habitat creation sites and on site habitat corridor ditches.
Objective	0% to 25% scrub shade
Management	Removal of scrub around pond/ditch margins to 25% or less in January each year shall take place.
Monitoring	The amount of shading scrub in ponds shall be monitored annually in June.
Remedial Action	Scrub shall be removed if shading is more than 25% of the pond/ditch margin.

Removal of Fish

- A3.8 The measures set out in table A3.7 to manage fish in all pond types at all habitat creation sites shall be implemented.

Table A3.7: Management of fish

Location	All Pond types at all habitat creation sites
Objective	Absence of fish
Management	Ponds shall be checked for the continued hydrological isolation of water bodies and for potential sources of fish colonisation.
Monitoring	Monitoring for the presence of fish shall be carried out annually in June. Monitoring shall be carried out by visual search of the shallow pond margins and by netting.
Remedial Action	If fish are found to be present then action shall be taken to remove them. Temporary draining and drying of ponds during winter months. Subject to approval by the EAG, it is proposed that pond draining and drying shall only be carried out if the presence of fish has been confirmed.

Accumulation of silt

- A3.9 The measures set out in table A3.8 to manage silt in all pond types at all habitat creation sites and within the on-site habitat corridor ditches shall be implemented.

Table A3.8: Silt Management

Location	All Pond types at all habitat creation sites and on site habitat corridor ditches.
Objective	Sediment layer no greater than 0.5 metres above original pond/ditch base.
Management	Vegetation (including roots) shall be removed from ponds as described in Table 3a-3d or the remedial actions shall be reverted to.
Monitoring	Ponds shall be annually monitored in June.
Remedial Action	Excavation of the existing pond/ditch or the creation of a new neighbouring pond if possible

Control of pollution

- A3.10 The measures set out in table A3.9 to manage pollution in all pond types at all habitat creation sites and within the on-site habitat corridor ditches shall be implemented.

Table A3.9: Pollution Management

Location	All Pond types at all habitat creation sites and on site habitat corridor ditches.
Objective	Absence of pollution
Management	Check for pollution sources and stop if possible.
Monitoring	The monitoring for the presence of obvious signs of pollution shall take place annually in June. pH and salinity levels shall be recorded.
Remedial Action	Terminate or divert pollution at source.

Management and Maintenance of Terrestrial Habitat

Grassland Habitat

A3.11 The measures set out in table A3.10a-A3.10e to manage grassland in the receptor sites and habitat enhancement areas shall be implemented. The measures set out in table A3.10f to manage grassland in the onsite habitat corridors shall be implemented.

Table A3.10a: Grassland Management

Location	Northern Triangle East receptor site, Great Garlands Farm Elbow receptor site and Northern Triangle West receptor site
Objective	Rank coarse grassland terrestrial habitat coverage over minimum 65% of site.
Management	The area shall be cut no more frequently than once every three years. Cutting shall be carried out by machine in the late summer* to minimum of 100mm and raked.
Monitoring	The Grassland shall be monitored annually in June and during GCN survey visits in April/May. Sward height and scrub invasion shall be recorded.
Remedial Action	Removal of natural scrub regeneration to <10% coverage in grassland area.

Table A3.10b: Grassland Management

Location	Northern Landscape receptor site main grassland areas, Great Garlands Farm Elbow Habitat Enhancement Area
Objective	Tussocky grassland with sward height in excess of 100mm over minimum 75% of site.
Management	The area shall be cut annually or cattle-grazed at low stocking density (see table A3.11 for stock density)
Monitoring	The Grassland shall be monitored annually in June and during GCN survey visits in April/May by an ecologist. Sward height and scrub invasion shall be recorded. Sward height shall be measured at least once per month by an ecologist if managed by grazing.
Remedial Action	If sward height is less than 100mm over more than 25% of the area then stocking density shall be reduced. Removal of natural scrub regeneration to <10% coverage in the grassland area.

Table A3.10c: Grassland Management

Location	Stanford Wharf Nature Reserve Habitat Enhancement Area
Objective	Hay meadow coverage at least 80% of the site.
Management	The hay meadow (covering at least 80% of the site) shall be cut annually in late summer*. Cutting shall be by machine and no lower than 100mm. Cuttings shall be raked and piled within the site.
Monitoring	The hay meadow shall be monitored annually in June. Sward height and scrub invasion shall be recorded.
Remedial Action	Annual cuts shall cease if the habitat created is deemed to be unsuitable for newts. Removal of natural scrub regeneration to <10% coverage in the grassland area.

Table A3.10d: Grassland Management

Location	Receptor sites grassland areas within pond stock fences.
Objective	Rank coarse grassland terrestrial habitat coverage over 100% of area within fences not occupied by hibernacula and log piles
Management	Grassland shall not be cut. Scrub shall be removed if causing die back of grass.
Monitoring	The grassland area shall be monitored annually in June and during GCN survey visits in April/May. Sward height and scrub invasion shall be recorded.
Remedial Action	Scrub shall be removed if shading causes die back of grassland or causes pond shading (refer to table 3.5).

Table A3.10e: Grassland Management

Location	Stanford Warren and Marshes SINC
Objective	Maintain existing suitable terrestrial habitat for great crested newts.
Management	Minimal intervention management.
Monitoring	Monitored annually in June. Sward height and scrub invasion shall be recorded.
Remedial Action	If habitats are found to be unsuitable for great crested newts, Thurrock Borough Council shall be informed and appropriate management shall be prescribed and implemented.

Table A3.10f: Grassland Management

Location	Onsite habitat corridors
Objective	Hay meadow along habitat corridor verges
Management	Annual cut in late summer by machine no lower than 100mm. Cuttings shall be raked and removed.
Monitoring	Monitored annually in June. Sward height and scrub invasion shall be recorded.
Remedial Action	Annual cuts shall be ceased if habitat created is deemed to be unsuitable for newts.

Table A3.11: Example of maximum stock density for different durations of cattle grazing.

Grazing duration (days per year)	75	100	150	300
No. animals per hectare	1	0.75	0.5	0.25
No. animals on Northern Landscape receptor site (~25ha of grassland)	25	18	12	6
No. animals on Great Garlands Farm Elbow Habitat Enhancement Area (~4.4ha of grassland)	4	3	2	1

Note: Figures have been rounded to create whole numbers.

Dry ditch landscape features

A3.12 The measures set out in table A3.12 to manage dry ditch features that have been built between the ponds on the Northern Triangle East receptor site shall be implemented.

Table A3.12: Management of dry ditch features

Location	Northern Triangle East
Objective	Linear habitat of rank coarse grassland with up to 25% natural scrub regeneration forming habitat corridors linking ponds.
Management	The grass shall not be cut and natural scrub regeneration in excess of 25% area coverage shall

	be removed by hand cutting.
Monitoring	Monitoring shall take place annually in June and the percentage of scrub cover shall be recorded.
Remedial Action	Scrub removal

Scrub

A3.13 The measures set out in table A3.13 to manage planted scrub areas shall be implemented.

Table A3.13: Management of planted scrub areas

Location	All areas of planted scrub
Objective	Maintain scrub cover over designated areas (20% of GGFE, NTE & NTW, 7% of the NLRS as part of the structural landscape zone 1A & 1B and 2.08ha on the off site rail bend) with understorey of high value as terrestrial habitat for newts.
Management	No management of the scrub vegetation shall take place in the first five years. If necessary weed growth at the base of young plants shall be cut by strimming to reduce competition. After five years scrub areas shall be assessed and following assessment, management shall be implemented to improve the value of these areas for the species. Management at this stage may include coppicing, piling of coppice brash and additional log piles.
Monitoring	Monitoring shall take place annually in June. Any loss (%) of planted scrub shall be mapped and recorded.
Remedial Action	Replacement of dead scrub plating. Enhancement of understorey layer with deadwood.

Log Piles

A3.14 The measures set out in table A3.14 to manage log piles at all receptor and habitat enhancement areas shall be implemented.

Table A3.14: Management of log piles

Location	All receptor and habitat enhancement areas
Objective	Partially rotted, intact, log piles.
Management	The log piles shall be replaced or additional logs deposited to maintain the pile at a minimum of 75% of the original dimensions.

Monitoring	Monitoring shall take place annually in June.
Remedial Action	Reconstruction or replacement.

Artificial Hibernacula

A3.15 The measures set out in table A3.15 to manage artificial hibernacula shall be implemented.

Table A3.15: Management of artificial hibernacula

Location	All receptor and habitat enhancement areas
Objective	Intact stone piles of no less than 90% of original dimension.
Management	The artificial hibernacula shall be managed by replacing or depositing additional stones to maintain the original dimensions.
Monitoring	The artificial hibernacula shall be checked annually in June.
Remedial Action	Replacement or reconstruction.

Appendix 3:
GCN Monitoring Recording Sheet

Appendix 4:
Environmental Advisory Group Constitution

Environmental Advisory Group Constitution

1. Formation and Operation of the Advisory Group
 - 1.1 The Environmental Advisory Group (**EAG**) (formerly known as the Ecological Advisory Group) was established in 2008 by London Gateway Park Development Ltd (**LGPDL**).
 - 1.2 The EAG Committee (**Committee**), consisting of DP World London Gateway staff, was established by London Gateway Park Development Ltd for the purpose of implementing this constitution and the roles described therein.
 - 1.3 The EAG consists of up to two nominated representatives (or their delegates) of each Party, set out in Schedule 1 (together the **Parties**) as notified by each Party to all the other Parties from time to time in writing. Other representatives from statutory and non-statutory groups may be invited to attend the EAG from time to time but will not have voting rights.
 - 1.4 Each Party shall have one vote whether it nominates one or two representatives, and may vote by proxy.
 - 1.5 The representatives (or delegates) of each Party may be accompanied by one or more additional representatives upon the EAG's approval in each case.
 - 1.6 The EAG will be chaired by a representative of the EAG Committee and will;
 - 1.7 Meet periodically (at least once every 12 months). Meetings shall be convened by the Chairman with at least 20 working days prior written notice with an agenda. Any of the Parties may request the Chairman to call a meeting;
 - 1.8 Hold such meetings at a convenient location to be provided by the Committee; and
 - 1.9 Appoint a secretary who shall be responsible for sending draft minutes of each meeting to the Parties within 10 working days of the meeting. The Committee shall provide the secretarial services unless otherwise agreed.
 - 1.10 One representative of all Parties shall sign the minutes within 20 working days (or as agreed) of their receipt. Any Party wishing to propose amendments to such draft minutes shall notify the Parties within 20 working days of receipt. Comments by any Party on proposed amendments shall be made within 10 working days of receipt. If after 10 working days no proposed amendments have been notified, the minutes will be taken as agreed and will be duly signed; otherwise agreement of the minutes will be subject to discussion between the Parties.

2. Expenses

- 2.1 The administrative expenses of the EAG (including office and secretarial expenses) shall be borne by the Committee but the ordinary expenses of individual representatives or delegates in attending the meetings of the EAG shall be borne in each case by the Party nominating them as being a part of the exercise of their respective statutory duties.

3. Terms of Reference

- 3.1 The EAG shall:

- 3.2 Advise the Committee on environmental management issues arising out of the development implemented under the London Gateway Local Development Order (**LDO**).

- 3.3 Review environmental monitoring and other information collected by London Gateway Services Limited (**LGSL**) for the purpose of the implementation of the LDO and conformity with associated existing and new Environmental Permits and Licences;

- 3.4 Consult relevant parties (such to be agreed by the EAG) and consider if it sees fit any relevant representations made by them;

- 3.5 Consider any relevant questions raised by the Parties in connection with operation of the LDO.

- 3.6 Make suggestions to the Committee on any relevant matter connected with the administration of the Ecological Mitigation and Management Plan (**EMMP**) or this constitution which could further the interests of achieving the objectives set out and agreed in the EMMP or this constitution.

- 3.7 Shall stimulate interest and the voluntary engagement of the occupiers of the Logistics Park as the case may be in the achievements of the EMMP, Code of Construction Practice, Design Code or this constitution. The EAG acting in concert, may invite representatives from relevant public organisations or user groups, to attend a part of meetings in the context of any relevant agenda item. Such strangers will not be entitled to vote or to take part in any formal part of the meeting and will be required to leave the meeting during any confidential discussion or any discussion involving financial matters or management of the EAG;

- 3.8 Produce and make publicly available an Annual Report which will comprise in the form of an Executive Summary a review of the progress to date in respect of the LDO or this constitution;

- 3.9 In light of the review of the progress mentioned above to make recommendations to the Committee for any modifications considered necessary by the EAG to ensure the measures in the EMMP or this constitution are met.

4. Decisions and Dead-Lock

- 4.1 Decisions of the EAG (including recommendations to the Committee and EAG's annual report) require unanimous consent. No approval, consent, or agreement required from or by any party under this constitution shall be unreasonably withheld or delayed. If any issue is unresolved after formal consideration by the EAG, each Party may by written notice to the other Parties, who shall in good faith negotiate to resolve that issue within 30 (thirty) calendar days, or for such other period as the EAG may agree, subject to paragraph 4.2 of this constitution, refer the dispute to binding arbitration pursuant to paragraph 10 of this constitution. In matters of scientific opinion any Party may make use of an Expert to aid in the resolution of dead-lock.
- 4.2 If the Committee exercises its vote in opposition to all other voting parties of the EAG then the Parties shall (after having followed the procedure in paragraph 4.1 above) follow the procedure in this paragraph 4.2. The Committee's decision to so vote will be reviewed by its Lawyer within 28 working days of the failure by the senior officers to reach agreement, such review to be circulated to voting members of the EAG. Recipients of the review will have 14 days in which to respond and such response will set out whether or not that member intends to refer the matter to arbitration pursuant to paragraph 10 below against the Committee and if so on what grounds. The Committee shall respond to any intention of a member to refer the matter to arbitration within a further 28 days. Thereafter the Party intending to take such action shall either take such action or shall either confirm to the EAG that its concerns have been satisfied by the Committee or that it requires further time in which to consider the matter.

5. Annual Meeting and Annual Report

- 5.1 The Committee will constitute a formal meeting of the parties (plus others) which shall report once annually as to progress made against the Terms of Reference in this constitution, and the LDO, including monitoring outcomes required in the Code of Construction Practice, Design Code and EMMP. Annual Reports will be published on the London Gateway website and submitted to Thurrock Borough Council for the duration of the life of the EAG. The Committee agrees to consider properly the advice of the EAG of which it is a party and to proceed according to that advice where that advice is based on sound scientific knowledge and judgement and where it is so agreed by all parties to the EAG acting unanimously (or subject to the dispute resolution procedure as set out at paragraph 9 below) provided that all such required actions of the Committee are lawful for it, and fall within its statutory remit and are within its control.

6. Informal dialogue

- 6.1 In addition to formal EAG meetings, the Parties intend, but are not required so to do, to maintain an informal, interactive dialogue throughout the course of the implementation of the LDO.

7. Dissolution of the Advisory Group

7.1 The EAG shall continue in operation for the duration of the LDO and for any longer period as needed by a monitoring regime under the EMMP. Thereafter it may only be dissolved irrevocably by unanimous agreement of the Parties

8. Statutory Remit of the Parties

8.1 No Party will exceed its statutory duties when considering issues before it as the EAG. The EAG will inform the relevant statutory remit of each party but will not take the place of statutory duties of the relevant parties (if any).

8.2 Nothing in this constitution shall be taken to prejudice or otherwise fetter the exercise by Natural England or the Environment Agency of their respective statutory functions.

9. Arbitration

9.1 Subject to paragraph 4 of this EAG constitution, any dispute or difference arising out of or in connection with this EAG constitution (including without limitation any question regarding its existence, validity, interpretation, performance or termination) shall be referred to and finally resolved by arbitration under the Rules of the London Court of International Arbitration (“the Rules”), which Rules are deemed to be incorporated by reference into this paragraph. It is agreed that:

9.2 The number of arbitrators shall be one;

9.3 The appointing authority for the purpose of the Rules shall be the London Court of International Arbitration;

9.4 The seat, or legal place, of arbitration shall be London;

9.5 The language to be used in the arbitration shall be English;

9.6 The governing law of the agreement shall be the substantive law of England and Wales.

Schedule 1

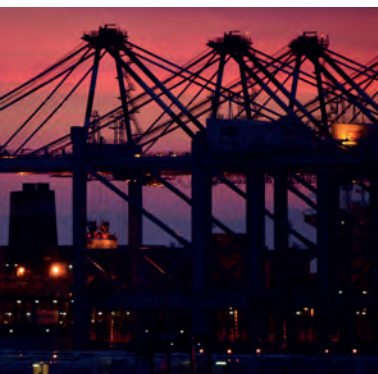
The Parties to the EAG are:-

- DP World;
- Natural England (“NE”);
- Environment Agency (“EA”);
- Thurrock Borough Council.

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London Gateway Logistics Park Local Development Order 1.5

Appendix 5 Travel Plan



February 2024

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Appendices

Appendix A – Site Management Company remit

Appendix B – London Gateway Travel Plan Committee Constitution

1. Introduction

- 1.1 The London Gateway Logistics Park Travel Plan forms part of the London Gateway Logistics Park Local Development Order (LDO) and must be read in conjunction with it.
- 1.2 This Travel Plan sets out measures and initiatives to be implemented in relation to meeting the plan's sustainable travel and freight management objectives by the Development Promoters, the site Management Company and by the Occupiers of the individual commercial building plots.
- 1.3 The roles and relationships of the respective parties are also set out along with responsibilities for the management of the related measures and initiatives. Monitoring measures and targets for the take up of sustainable transport and reducing the impact of freight traffic on the road network and local communities are also established.
- 1.4 Development must accord with this Travel Plan in order to benefit from the permitted development rights conferred by the LDO.
- 1.5 The implemented Travel Plan has been updated for LDO1.5 which would permit 85,000sqm of additional B8 development on the Logistics Park. Further details are provided within the Transport Statement.

Background

- 1.6 The London Gateway development comprises two elements; a new deep-sea container port ("the Port") and a commercial logistics park development ("the Logistics Park") located on the north bank of the River Thames close to the town of Stanford-le-Hope in Thurrock, Essex.
- 1.7 London Gateway Port Limited, LG Park Freehold Limited and LG Park Leasehold Limited (collectively hereinafter referred to as DPWLG) are the owners and operators of DP World London Gateway Port (the Port) and DP World London Gateway Logistics Park (the Logistics Park) on the north bank of the Thames Estuary in Stanford-le-Hope, Essex.
- 1.8 Redevelopment of the former Shell Haven site to provide the London Gateway project consisting of a combined facility of a New Container Port and Roll on Roll Off (Ro-Ro) terminal with an adjacent road and rail served logistics and commercial park is already permitted through a Harbour Empowerment Order (Statutory Instrument 2008 No. 1261 – relating to the Port) and an Outline Planning Consent in May 2007 respectively (planning ref: Ref: 02/00084/OUT).
- 1.9 A Local Development Order (LDO1) for the site was previously adopted by Thurrock Council (TC) in October 2013 for a maximum floor space of 829,000sqm of commercial buildings (not exceeding 630,600sqm of Use Class B8 or 199,100sqm Use Classes B1(b), B1(c) and B2).
- 1.10 LDO1 covered a period of 10 years and consequently has now expired. To date 293,136sqm of the total floor space has been completed on the Logistics Park and a further 44,089sqm has been committed. Of this, 326,429sqm is Use Class B8 with a further 4,017sqm being Use Class B2 and 3,569sqm being Use Class B1(c) – now E(g)(iii). Consequently, the level of completed development falls well below that permitted under LDO1.

1.11 Work to support a new LDO (LDO2) is currently underway and follows detailed discussions with TC, Essex County Council (ECC) and National Highways (NH).

1.12 A detailed review of the Travel Plan is to be undertaken for LDO2 in due course. In the interim, the existing Travel Plan has been updated to support the extension to the existing LDO (referred to as LDO1.5). LDO1.5 would be temporary in nature (it would expire after one year or at the point LDO2 is adopted, whichever is sooner) and would be replaced by LDO2 once adopted.

Travel Planning Approach

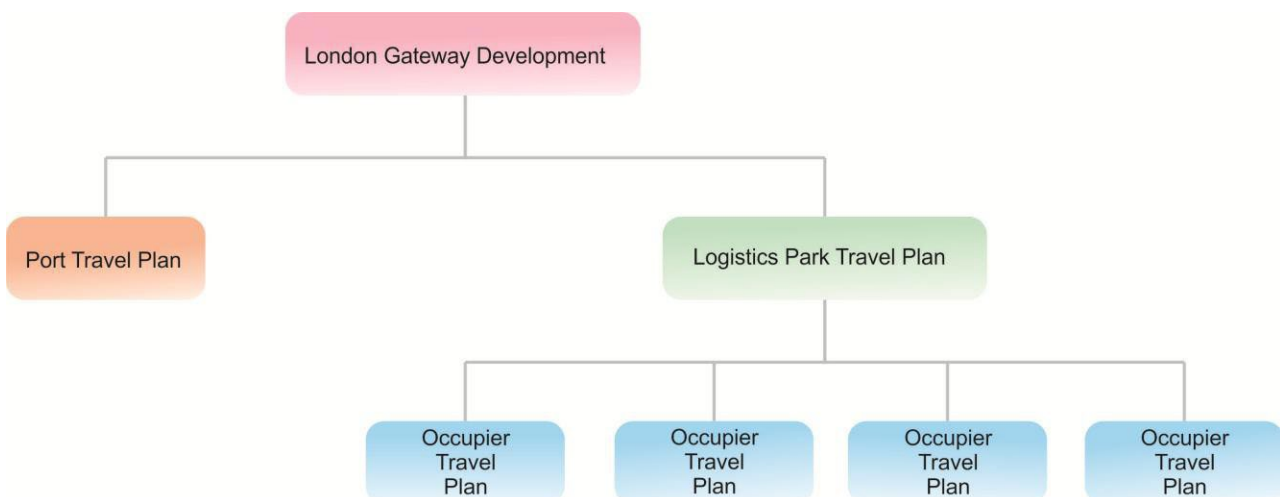
1.13 As the largest new employment site and generator of road freight traffic in the Borough, the promoter of the Logistics Park recognises the responsibility to minimise the impact of the proposed development on local communities and the transport network through the provision of a robust Travel Plan.

1.14 The Department for Transport (DfT) guidance 'Using the Planning Process to Secure Travel Plans' recognises that it is difficult to achieve the 'ideal' Travel Plan. This is particularly the case for a multi-occupier Logistics Park that is developed in phases over a long time frame.

1.15 This Travel Plan applies to the whole of the Logistics Park and sets out measures to be implemented at relevant stages of development. Responsibility for the implementation of measures will fall to the Development Promoters, the site wide Management Company (who will be appointed by the development promoters), or the Occupiers/tenants of individual commercial building plots. The latter shall be required to develop their own Occupier Travel Plan which shall comply with this Travel Plan and shall be submitted to the London Gateway Travel Plan Committee (see Section 4) for verification.

1.16 The overall travel planning approach for the Logistics Park at London Gateway is provided in a diagrammatic form in **Figure 1-1**.

Figure 1-1: Travel Planning Structure at London Gateway



Objectives

1.17 The overall objective of this Travel Plan is to maximise sustainable travel, minimising development-related car trips (associated with employee and visitor travel) and reducing the impact of employee and freight trips on the local community and the local and strategic highway network. To achieve this, a range of general objectives and specific targets have been defined. This plan represents the key tool in meeting these objectives and targets.

1.18 In seeking to reduce the impact of the proposed Logistics Park, the following sub-objectives have been developed to address the overall objective outlined above. These are to:

- Facilitate and encourage sustainable travel to and around the Logistics Park for employees and visitors;
- Enable travel to the Logistics Park for both employees and visitors by public transport;
- Facilitate and encourage significant proportions of freight transport by sustainable modes (such as sea or rail);
- Reduce the number of road freight movements during traditional highway peak periods;
- Minimise the impact of the Logistics Park on local communities by encouraging freight traffic to avoid the use of local roads for journeys or parking;
- Reduce the number of single occupancy vehicles accessing the site, thus actively encouraging car sharing; and
- Encourage healthy lifestyles by facilitating and supporting walking and cycling.

Structure

1.19 The structure of this document is as follows:

- Section 2 describes the policy context for this Travel Plan;
- Section 3 considers the accessibility of the Logistics Park;
- Section 4 provides detail on the proposed management structure and each of the parties' respective roles and responsibilities;
- Section 5 details the travel planning measures and initiatives;
- Section 6 explains the Travel Plan targets and monitoring procedures; and
- Section 7 summarises the measures as they will affect the road network and local communities.

2. Policy Context

2.1 This section provides an overview of current national and local government policies, relating to both car (associated with employee and visitor travel) and freight trips, which have and will continue to inform the development of this Travel Plan. Reviewing these policies enables the Travel Plan to be developed and implemented in accordance with established policy aims and objectives.

National Planning Policy

Revised National Planning Policy Framework

2.2 In September 2023, the Government published a revised National Planning Policy Framework (NPPF). Paragraph 111 of the NPPF is clear that: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

2.3 Within this context, the NPPF identifies in Paragraph 112 that applications for development should:

"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles;

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

Planning Practice Guidance

2.4 The Department for Communities and Local Government (CLG) first published the Planning Practice Guidance (PPG) in 2014, which reinforces the guidance contained in the NPPF. It is now an online resource which is regularly updated.

2.5 The PPG in Paragraph: 002 Reference ID: 42-002-20140306 states that Travel Plans and Transport Assessments are ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.

2.6 The Guidance goes on to explain what these documents are, why they are important, what information they should contain and how they should relate to one another.

2.7 The Guidance focuses on an 'outcomes' approach to TPs, requiring that specific outcomes or targets be established by agreement on what should be achieved through the TP over time.

Circular 01/2022

2.8 Circular 01/2022 was published by the Department for Transport on 23rd December 2022 and replaces the policies in Circular 02/2013.

2.9 Paragraph 47 of the Circular discusses engaging with NH at the pre-application stage on the scope of the Transport Assessment/ Statements and Travel Plans.

2.10 Paragraph 48 states that where a Transport Assessment is required, this should "...start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision".

2.11 In terms of assessing development proposals, paragraph 49 identifies that a Transport Assessment must consider existing and forecast levels of traffic on the Strategic Road Network, alongside any additional trips from committed developments that would impact the same sections. It goes on to say that:

"Assumptions underpinning projected levels of traffic should be clearly stated to avoid the default factoring up of baseline traffic. The scenario(s) to be assessed, which depending on the development and local circumstances may include sensitivity testing, should be agreed with the company; where a scenario with particularly high or low growth is proposed, this should be supported by appropriate evidence. Planned improvements to the SRN or local road network should also be considered in any assessment where there is a high degree of certainty that this will be delivered".

2.12 Paragraph 50 of Circular 01/2022 states that an opening year assessment to include trips generated by the proposed development, forecasted growth and committed development shall be carried out to establish the residual transport impacts of the proposed development. For multi-purpose developments, it is discussed that additional assessments shall be provided based on the opening of each phase.

2.13 Paragraph 51 goes on to discuss that where a Transport Assessment indicates that a development would have an unacceptable impact or the residual cumulative impacts on the SRN would be severe, the need for improvements and when they need to be implemented should be identified.

National Policy Statement for Ports

2.14 The National Policy Statement for Ports was designated as a National Policy Statement in January 2012. This document confirms the Government's recognition of the essential role of ports to the economy and their support for providing future growth.

2.15 Of particular relevance to this assessment is Section 5.4 which refers to the applicant's assessment and confirms that:

"In the case of container terminal development, account should be taken of the projected proportion of transshipment of containers and its variation over time as, for example, the proportion of direct-call may grow with overall demand." [Para 5.4.7]

2.16 Paragraph 5.4.6 notes that "if additional transport infrastructure is proposed, applicants should discuss with network providers the possibility of co-funding by Government for any third party benefits". This is further supported by 5.4.11 – 12 which confirms that:

5.4.10 *Provided that the applicant is willing to enter into planning or transport obligations, or conditions can be imposed to mitigate transport impacts identified in the WebTAG/WeITAG transport assessment, with attribution of costs calculated in accordance with the Department for Transport's guidance, then development consent should not be withheld and appropriately limited weight should be applied to residual effects on the surrounding transport infrastructure.*

5.4.11 *Where mitigation is needed, possible demand management measures must be considered and, if feasible and operationally reasonable, required before considering conditions for the provision of new inland transport infrastructure to deal with remaining transport impacts is determined.*

5.4.12 *Demand management measures may in particular include lorry-booking arrangements aimed at spreading peak traffic within the working day. When the reasonableness of such measures is being determined, inflexibility of timing for arrival or departure at the other end of the journey (for example, at a distribution depot), should not be accorded great weight. This is because it is the Government's policy to encourage flexibility at both ends of the journey wherever possible.*

5.4.22 *Where a development, including any container or ro-ro development, is likely to generate or attract substantial HGV traffic, the decision-maker may attach requirements to a consent that:*

- *control numbers of HGV movements to and from the site in a specified period during its construction and possible on the routing of such movements;*
- *make sufficient provision of HGV parking, either on the port estate or at dedicated facilities elsewhere, to avoid 'overspill' parking on public roads during normal operating conditions. Developments should be designed with sufficient road capacity and parking provision (whether on- or off-site) to avoid the need for prolonged queuing on approach roads, and particularly for uncontrolled on-street HGV parking on nearby public roads in normal traffic operating conditions, and allowing reasonable estimates for peak traffic patterns and fluctuations during normal operations;*
- *ensure satisfactory arrangements, taking account of the views of road network providers and of the responsible police force(s), for dealing with reasonably foreseeable abnormal disruption. Where such effects are likely to cause queuing on the strategic road network or significant queuing on local roads, the applicant should include the outcome of consultation with the relevant police force(s) as to traffic management measures that will be brought into effect, what the procedures will be for triggering them, and attribution of costs.*

Local Planning Policy

Thurrock Core Strategy and Policies for the Management of Development

2.17 The Thurrock Core Strategy and Policies for the Management of Development was adopted in December 2011. The London Gateway Site (formerly Shell Haven) is identified within Core Strategy Policy CSSP2 as a Key Strategic Employment Hub that will generate 11,000 to 13,000 jobs.

2.18 The following transport policies relate to London Gateway specifically:

CSTP15 – Transport in Greater Thurrock

In Greater Thurrock, accessibility, especially to work, education and healthcare, will be improved. To achieve this, the Council and partners will:

(v) support more sustainable and healthy patterns through school and workplace travel plans, particularly in South Ockendon and in accessing London Gateway. The latter should include improved public transport interchange at Stanford-le-Hope railway station and with SERT, to connect with local bus services to London Gateway....

(vii) Ensure new development especially London Gateway, promotes high levels of accessibility by sustainable transport modes and local services are conveniently located to reduce the need to travel by car.

CSTP16 – National and Regional Transport Networks

1. The Council will work with partners to deliver improvements to national and regional transport networks to ensure growth does not result in routes being above capacity. Public transport improvements will be prioritised in order to achieve a modal shift. To achieve this the Council and partners will:

(i) Develop a high quality network of inter-urban transport routes offering a minimum of a half hour frequency during the day, linking the Thurrock Urban centre with other regional Transport Nodes and London;

(ii) Improve capacity by lengthening platforms at key stations;

(iii) Provide a route linking Thurrock Urban Area to Basildon through SERT by 2016 followed by additional routes to other Regional Transport Nodes;

(iv) Improve passenger connections that make use of the River Thames such as linking Tilbury and Gravesend;

(v) Improve capacity and connections between modes of transport at key transport interchanges such as rail stations. Priority will be given to:

i. Improvements of inter-urban public transport routes and connections, and especially access to Strategic Employment Sites.

ii. Improvements at Grays, Stanford-le-Hope, Chafford Hundred/Lakeside, Tilbury, and Purfleet, and a new rail station at West Thurrock

(vi) Target key economically important routes for accident reduction interventions

(vii) Support delivery of additional highway capacity, including through the use of technology and information, but only where modal shift will be insufficient to address congestion. Opportunities will be taken to improve public transport as part of any enhancements. Priority will be given to routes that provide access, especially freight, to Strategic Employment Sites, the ports at London Gateway, Tilbury and Purfleet, and regeneration areas. This will include:

i. M25 between junctions 27 and 30

ii. M25 Junction 30

iii. A13 from A128 to A1014

iv. A13 and A1089 junction improvement

v. A1014 from A13 to London Gateway

2. Thurrock Council will, with the Highways Agency and relevant stakeholders where appropriate, identify cost effective interim measures to deliver sustainable and efficient national and regional transportation infrastructure within Thurrock.

CTSP17 – Strategic Freight Movement and Access to Ports

The Council will support the logistics and port sectors, and the positive impacts on freight activity in Thurrock and beyond, by:

1. *Facilitating a shift to rail freight and freight carried on the River Thames. This will be through:*
 - i. *Protecting inter-modal, rail and water-borne freight facilities from other development at locations where demand exists or is expected to exist.*
 - ii. *Promoting the use of rail and water borne freight facilities by supporting the development of appropriate infrastructure.*
 - iii. *Supporting improvements to facilitate sustainable freight movements including the rail hub at London Gateway, the South West Thurrock Railhead and improving access to ports*
2. *Facilitating the provision of 24 hour lorry parks at Tilbury port, London Gateway and West Thurrock. Subject to compliance with other policies in this plan, other lorry parks will be considered in locations where demand can be shown to exist, which are located away from residential areas and have good access to the Strategic Road Network*
3. *Working as part of the Freight Quality Partnership and with other relevant partners, in order to:*
 - i. *Maximise modal shift opportunities;*
 - ii. *Ensure freight traffic keeps to the most suitable routes as defined in Thurrock Council's Road Network Hierarchy;*
 - iii. *Promote the use of less polluting freight vehicles; and*
 - iv. *Reduce the adverse impact of congestion caused by road freight on the A13, A1089 and the A1306.*

With reference to point 2 above, Policy PMD 11 of the Core Strategy requires that all developments for B1, B2 and B8 development over 30,000 sqm will:

"only be permitted where adequate facilities are provided for drivers of commercial vehicles. Where 24-hour operation is permitted for such developments, provision must be made for overnight parking for goods vehicles in accordance with the Layout and Standards SPD."

The London Gateway park development, promoted through the LDO, conforms to the relevant national and local policies by:

- *proposing industrial and commercial development as per the strategic employment designation within the Thurrock Core Strategy;*
- *facilitating sustainable patterns of freight transport in synergy with the committed port development;*
- *the delivery of rail facilities is secured through the consented Transport and Works Act Order (TWAO) and Harbour Empowerment Order (HEO), thereby allowing the provision of rail served freight distribution units through the permitted TWAO/HEO at Shell Haven;*
- *providing a site wide Travel Plan which seeks to promote sustainable modes of transport, which includes funding for site serving bus routes;*
- *promoting and pursuing opportunities to make provision for appropriate levels of HGV/Lorry Parking;*
- *providing new cycle and pedestrian infrastructure which integrates fully with the wider area; and by providing appropriate mitigation.*

3. Existing Site Accessibility

Site Location

3.1 The Logistics Park is located within the Unitary Authority of Thurrock, which lies north of the River Thames and to the immediate east of London. The site is situated to the east of the Borough, bounded to the north by the A1014 and by the south by the River Thames. The nearest towns are Stanford-le-Hope and Corringham approximately 3-4km to the west and Canvey Island approximately 7km to the east of the site.

Pedestrian and Cycle Facilities

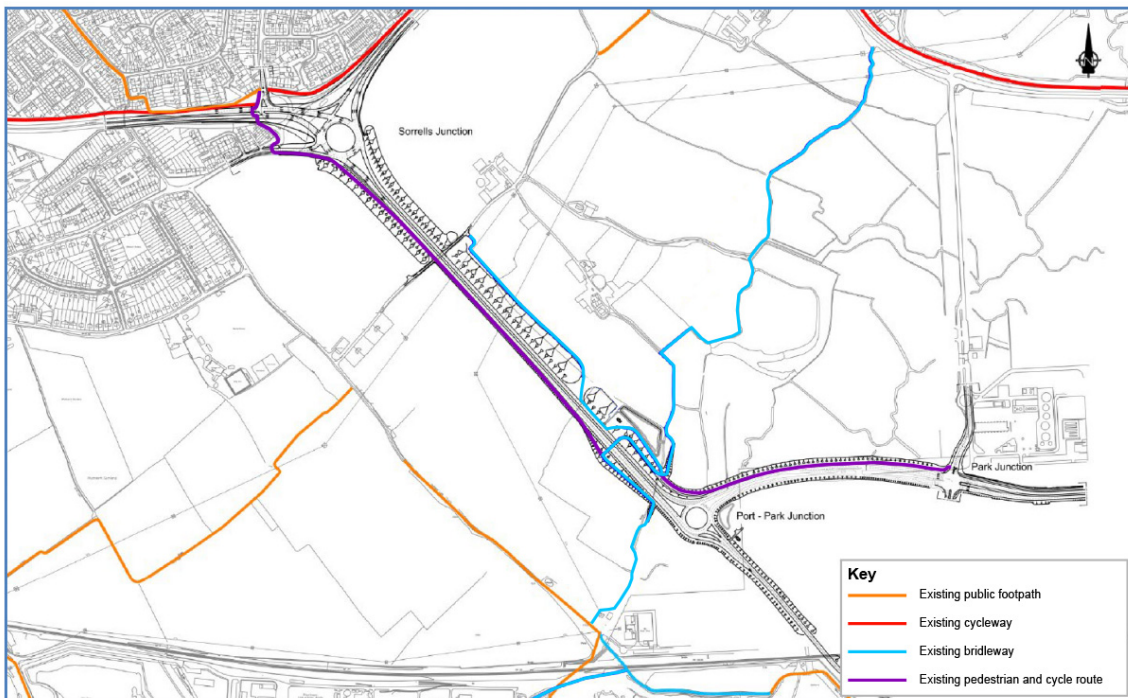
3.2 The access road serving London Gateway Logistics Park and Port includes a 3.5m wide shared foot/ cycleway along the south-western side of the carriageway. At the A1014/ Corringham Road roundabout, there is a signalised toucan crossing facility over Corringham Road and also over the A1014 to the west of the roundabout. This provides connection onto National Cycle Network (NCN) Route 13 which runs along the northern side of the A1014 to the east and west as an off-road facility.

3.3 To the south, there is a bridge foot/ cycle bridge over the access road to the Logistics Park and the Port. This provides connection onto a 3.5m wide shared foot/ cycleway running along the northern side of Ocean Boulevard, which continues into the Park where there is a network of facilities and dedicated crossing facilities providing access to the various plots.

3.4 To the south of the bridge, before crossing the access road, there is a segregated foot/ cycle which can be used to access Rainbow Lane to the south which is a bridleway (PRoW No 39). There is also a new bridleway running along the eastern side of the access road, behind the acoustic bunding, which links the bridge to High Road.

3.5 A plan showing cycle and pedestrian routes is provided below in **Figure 3-1**.

Figure 3-1: Cycle and Pedestrian Routes



Rail Facilities

- 3.6 The nearest rail station is Stanford-le-Hope, which is approximately 4km west of the Site. The station provides services to the east and west of the Borough, with frequent services to London Fenchurch Street, with approximately four trains in the morning and evening peak hours. Overall, the C2C line provides good services to and from London. **Table 3-1** shows the stations within the vicinity of the Site, relevant distances from the site and the frequency of services they provide.
- 3.7 A freight line, the Thames Haven Branch Line, runs along the southern boundary of the LDO site. There is a terminal at the Port providing access to this freight line.

Table 3-1: Rail Service Summary

Destination	Frequency	Average Journey Time
London Fenchurch Street	30mins	49mins
Southend Central	30mins	24mins

Bus Facilities

- 3.8 There are a number of frequent bus services currently routing through Stanford le Hope, Corringham and Fobbing. The closest existing bus stops are located on Corringham Road approximately 3km from the centre of the site. A summary of the services calling at these bus stops is provided in **Table 3-2**.

Table 3-2: Bus Service Summary

Service	Route	Weekday Frequency			First Bus	Last Bus
		AM Peak	PM Peak	Off-Peak		
100	Basildon – Lakeside	Every 20mins	Every 20mins	Every 20mins	05:50	22:50
Z4	Amazon, Tilbury	4 services per day			05:16	19:14

- 3.9 A planning application for the construction of a Transport Interchange at Stanford-le-Hope Railway Station was submitted in October 2023. The Transport Assessment prepared for the application identifies that the proposals will facilitate the provision of a new shuttle bus terminal for buses for the Logistics Park, the Port and Thames Enterprise Park. It is proposed that measures to support this will be secured as part of LDO2.

Committed Sustainable Transport Initiatives

- 3.10 There are a number of further measures, initiatives and funding sources which are committed in the local area which will have a considerable influence on the local sustainable transport network. These are discussed in more detail below.
- 3.11 Thurrock Council has been successful in securing funding from the Local Sustainable Transport Fund (LSTF). This committed funding, will offer the opportunity to increase the sustainable travel within Thurrock (which includes Stanford-le-Hope and Corringham areas). The following initiatives will be supported:

- Workplace travel planning;
- Personal journey planning;
- Sustainable travel to schools;
- Lift-sharing;
- Marketing and promotion;

- Walking and cycling infrastructure;
- Public transport improvements; and
- Sustainable Freight movements.

3.12 It is to be noted that the London Gateway Port development is committed to provide funding to the London Gateway Travel Plan Committee (LGTPC - see Section 4) at a rate of £25,000 per berth (payable prior to first operational use of the berth). Such funding shall be utilised in accordance with the LGTPC constitution.

3.13 The Port Travel Plan includes commitments towards the provision of a private minibus service. This will be introduced and is designed to be flexible to meet the demands of the shift system and the requirements of employees. The Development Promoter will give reasonable consideration to the views of the LGTPC (discussed further in Section 4) on the timing and frequency of the minibus service

4. Management

Responsible Parties

4.1 Overall there shall be four parties with responsibility for the management of this Travel Plan and the implementation of the measures and initiatives set out in Section 5. These are described below.

The Development Promoter

4.2 This effectively constitutes the Landowner, who shall promote the development permitted by the LDO to potential Occupiers either on a freehold or leasehold basis. The Development Promoter shall be responsible for the provision of areas of common infrastructure in accordance with the design parameters set out in the London Gateway Logistics Park LDO Design Code. The Development Promoter shall also be responsible for the provision of certain overarching site wide measures and initiatives (which may be implemented and operated on behalf of the development by the site Management Company (see below)).

Site Management Company

4.3 A site Management Company has been appointed by the Development Promoters for the purpose of the on-going maintenance of the common infrastructure in perpetuity and the on-going provision of the overarching site wide measures for the term that that are required (see Section 5). The Management Company, whose Terms of reference are set out in **Appendix A**, shall be funded via a service charge payable by individual plot Occupiers.

The Plot Occupiers

4.4 Plot Occupiers may either acquire plots within the site on a freehold or leasehold basis for the purpose of developing B1, B2 or B8 commercial buildings. Where the acquisition is leasehold, Occupiers may lease the land and develop the building themselves or alternatively they may lease floor-space within a building which has been developed by the Development Promoter. Occupiers shall be responsible for the provision of sustainable transport infrastructure as required within the plot boundary (as set out within the London Gateway Logistics Park LDO Design Code) along with the implementation of certain measures and initiatives as set out in Section 5.

The London Gateway Travel Plan Committee

4.5 The London Gateway Travel Plan Committee (LGTPC) was established in 2008 to satisfy obligations set out within the OPC and HEO (noting that the role of the LGTPC relates to management of both Port and Park developments). The LDO Travel Plan effectively supplants the OPC Travel Plan as the mechanism by which sustainable transport modes are promoted and facilitated in relation to the Logistics Park development.

4.6 In order to recognise the introduction of the LDO, the Development Promoter will continue to participate as an active member of the LGTPC in accordance with the constitution, which is proposed to be revised to accommodate changes in membership and the terms of the LDO. The revised Constitution is provided at **Appendix B**.

4.7 The LGTPC comprises the following key stakeholders:

- Thurrock Borough Council;
- Essex County Council;
- The Highways Agency;
- The Development Promoter; and
- London Gateway Port Limited (LGPL, the Harbour Authority).

4.8 The LGTPC will take a pro-active role in confirming that the Occupier Travel Plans provided in relation to each individual commercial plot satisfy the requirements of this Travel Plan. It is a requirement that such Occupier Travel Plans be submitted to the LGTPC.

4.9 The LGTPC will decide how best to utilise funding provided via the 'Travel Plan Levy' (in addition to funding provided in relation to the Port development) to support sustainable transport modes and deliver the objectives and targets of this Travel Plan. In making such decisions the LGTPC shall have regard to monitoring data received (See Section 6) and shall utilise funding in an anticipatory manner with a view to remedying deficiencies ahead of the identified targets.

4.10 The LGTPC shall have discretion to determine how funding provided to the TPC via the Travel Plan Levy (in addition to that provided in relation to the Port development) is utilised. In general terms however the provision of the following facilities is anticipated:

- Bus shelters at 11 locations within Essex (incorporating bus boarders and real time information);
- Real time information on 10 buses;
- Subsidisation of bus services links to Stanford-le-Hope and Basildon stations;
- Subsidisation of bus ticket prices;
- Funding for additional monitoring as deemed to be required by the LGTPC; and
- Funding for other innovative initiatives (such as secure cycle hire facilities at Stanford-le-Hope station).

4.11 LGTPC meets on a six monthly basis, although more regular meetings may be required during the initial stages, for example in relation to the implementation of the initiatives associated with the provision of public transport.

Parties' Agents

4.12 As part of their responsibility for the management of this Travel Plan and the implementation of the measures and initiatives, the site Management Company and each Occupier is required to procure the services of an agent who shall act on their behalf. These are discussed as follows:

Travel Plan Coordinator

4.13 The Travel Plan Coordinator (TPCo) has been appointed for the Logistics Park and is funded by the site Management Company. The TPCo is based on site and, in addition to overseeing the implementation of measures and initiatives on behalf of the site Management Company (see Section 5), acts as a conduit for communication and liaison between the Development Promoter, the site Management Company, Occupiers and their agents, and the LGTPC.

4.14 Potential exists that the role of the TPCo may be extended to provide a Travel Planning service to Occupiers, effectively providing an agency service to the Occupiers in place of the Transport Liaison Officers. In such circumstances it is anticipated that a Team of TPCo's would be provided, funded in part by the site service charge with overall responsibility to the site Management Company.

4.15 It is to be noted that the Port development is also subject to the requirement for a TPCo to be provided. Where both developments are operational concurrently it is envisaged that both roles shall be fulfilled by a single representative, such as to promote synergy between the respective Travel Plan measures and initiatives.

Transport Liaison Officers

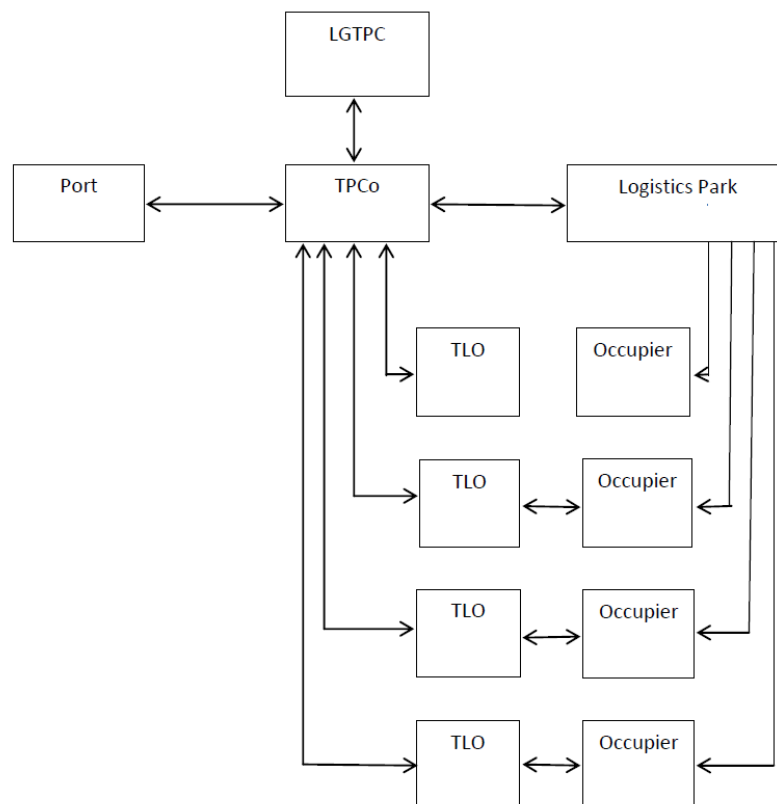
4.16 Separate Transport Liaison Officers (TLO's) shall be appointed by each of the Occupiers no later than 3 months prior to the first occupation of each respective building in order to ensure that sufficient time is available to finalise arrangements for key measures.

4.17 TLO's shall be based on plot and shall be responsible for overseeing the implementation of measures and initiatives on behalf of the Occupier (see Section 5) in respect of the building and plot in question. The TLO shall also be responsible for reporting to and liaison with the TPCo and for acting as a conduit for communication between the TPCo and the Occupier/staff employed on plot.

4.18 As discussed above, potential exists for the role of the TLO to be provided by the TPCo as part of a site-wide travel planning service.

4.19 Figure 4.1 below provides a diagrammatic representation of the relationships between the various parties involved in the management and implementation of this Travel Plan and the measures and initiatives set out in Section 5 herein.

Figure 4.1 – Travel Plan Management and Implementation



5. Measures and Initiatives

Funding

- 5.1 Upon implementation of each building, the Development Promoter shall pay the Travel Plan Levy to the Travel Plan Committee at a rate of £1.45 per square metre of GIA floorspace proposed within each building. The funding provided via the Levy shall be held by Thurrock Council on behalf of the Travel Plan Committee in accordance with the terms set out in the Committee Constitution. Payment of the levy is a provision of this Travel Plan, compliance with which is secured via the Section 106.
- 5.2 The above funding shall be index linked from the date of the LDO in accordance with the formulae which is provided within the Section 106.

Infrastructure

- 5.3 The Section 106 sets out the obligations in relations to highways and transportation. Details of this are set out within the Transport Statement prepared for LDO1.5.

Site Management Company

- 5.4 The following measures and initiatives shall be implemented and maintained by the site Management Company, who shall also maintain the on-site infrastructure.

Measures and Initiatives

- 5.5 The Logistics Park has an appointed Travel Plan Coordinator (TPCo) (see Section 4).
- 5.6 The site Management Company shall maintain on-going and active involvement within the LGTPC for the duration that it is in existence in accordance with the Constitution.
- 5.7 From the time of appointment the TPCo, acting on behalf of the site Management Company, shall use reasonable endeavours to liaise with public transport service providers and local authorities to secure season ticket discounts, subsidies and cross ticketing initiatives.
- 5.8 From first operational use of any building within the Logistics Park development the site Management Company shall participate in any National Travel Awareness Days.
- 5.9 From first operational use of any building within the Logistics Park development and for the duration that any building within the Logistics Park is in operational use the TPCo, acting on behalf of the site Management Company, shall provide a Personalised Journey Planning service to all persons employed within the Logistics Park. The service shall identify the most efficient and viable route to site via sustainable transport modes.
- 5.10 Prior to operational use of any commercial building within the Logistics Park, the site Management Company ensured that a Travel Planning Website was brought into operation. The Travel Planning Website is accessed via a link on the main London Gateway website (<https://www.dpworld.com/london-gateway/port/travel-plan>).
- 5.11 The Travel Planning Website will be maintained by the TPCo for the duration that any of the buildings within the Logistics Park are in operational use. The TPCo shall be responsible for ensuring that all information provided via the website is up to date (subject to the provision of information by service providers where applicable).

- 5.12 Upon appointment of each Transport Liaison Officer, the TPCo shall arrange to meet the TLO to discuss the management of the Travel Planning regime and inform the TLO of the Travel Planning Website and the information which is available.
- 5.13 From first operational use of any building within the Logistics Park development, the TPCo shall arrange and facilitate monthly 'Travel Plan Liaison Meetings' with all TLO's appointed at that time. The site Management Company shall provide adequate meeting facilities for this purpose.
- 5.14 In accordance with the LDO Design Code, for a period of at least 5 years from the date of the LDO no development shall take place in an area of the LDO site comprising not less than 50ha of land situated within a zone 300m from (a) the Thames Haven Branch Line or from (b) the common user siding without provision having been made for rail access to the national rail network.
- 5.15 The TPCo, acting on behalf of the site Management Company, shall be responsible for the collation of and submission to the LGTPC of monitoring information in accordance with the requirements set out in Section 6.

Occupiers

- 5.16 The following physical infrastructure provisions and measures/initiatives shall be provided and maintained by the Occupier in relation to each commercial building plot.

Infrastructure

- 5.17 All commercial buildings and associated plots shall provide the following facilities prior to first occupation of each respective building:
- Footway/Cycleway facilities in accordance with of the LDO Design Code;
 - Secure and covered cycle parking in accordance with the LDO Design Code;
 - Showers and lockers in accordance with the Design Code;
 - Display panels capable of receiving and displaying real time passenger transport information. The Occupier shall use reasonable endeavours to procure the supply of real time passenger transport information to the panels which shall be located in a prominent position within each building; and
 - Dedicated and conveniently located parking spaces for electric vehicles, along with adjacent charging points and facilities, in accordance with the Design Code.
- 5.18 The above facilities shall be maintained for the duration that the related building is in operational use for use by staff employed within the building plot.

Measures and Initiatives

- 5.19 At least 2 months prior to first operational use of each commercial building the Occupier shall submit their Occupier Travel Plan, which demonstrate how the related building and plot shall satisfy the requirements of this Travel Plan, to the member parties of the LGTPC. The Occupier Travel Plan shall include details of the Car Park Management Plan (discussed further in Paragraph 5.24). In accordance with the proposed revised constitution, the Chair party of the LGTPC, within one month of receipt of the Occupier Travel Plan, shall arrange an extraordinary meeting of the Committee to discuss the Occupier Travel Plan and confirm it accords with the terms of the LDO or alternatively to make recommendations for amendment to the Occupier Travel Plan. The Occupier Travel Plan shall subsequently be amended to address such reasonable recommendations and re-submitted prior to operational use of the building.

5.20 The TLO in respect of each commercial building within the Logistics Park shall be appointed at least one month prior to first operational use of the building (or alternatively the Occupier shall make arrangements to procure the travel plan coordination services of the site management company who thereafter shall satisfy the requirements placed upon the Occupier by this Travel Plan and the Occupier Travel Plan). The TLO (or travel plan coordination service) shall be provided for the duration that the related commercial building is in operational use.

5.21 From first operational use of each commercial building within the Logistics Park and thereafter whilst the building is within operational use the Occupier shall provide a guaranteed ride home to any employee who is involved in car sharing but becomes unwell or otherwise is required to leave site as a result of an emergency, or should their lift become unexpectedly unavailable for similar reasons

5.22 From first operational use of each commercial building within the Logistics Park and thereafter whilst the building is within operational use the Occupier shall undertake the following:

- To use reasonable endeavours, including funding where reasonable and viable, to procure monthly cycle maintenance events, involving a visit to site by a suitable expert to provide advice and training regarding bicycle maintenance to site employees;
- Participation in National Travel Awareness Days and events;
- To provide low interest loans to employees for the purchase of passenger transport season tickets and bicycles;
- Promote and support a ride to work tax exemption schemes such as the Governments ride to work initiative; and
- To provide a pool of equipment to encourage/facilitate walking and cycling during inclement weather conditions such as umbrellas and waterproof clothing at a range of sizes. One set of such facilities shall be provided per 50 site employees.

5.23 It is to be noted that funding secured by Thurrock Council as part of the successful bid to the Local Sustainable Transport Fund was available to provide cycle proficiency training to persons employed at the Logistics Park. As the LSTF funding is no longer available, the Occupier is committed to funding the provision of such training to staff whilst each commercial building is in operational use (on the basis that staff members shall receive training no more than once each).

5.24 Upon first operational use of each commercial building within the Logistics Park and for the duration that the building remains in operation the TLO, acting on behalf of the Occupier, shall implement the Car Park Management Plan (which is first submitted to the Travel Plan Committee for comment in accordance with Paragraph 5.19). The Car Park Management Plan shall include the following details:

- Number of car parking spaces available on plot;
- Number of available disabled spaces;
- Number of spaces designated for car sharers and a plan indicating their location within the plot;
- Details of the methods to be employed to identify car sharers and allocate designated spaces; and
- Details of methods to be employed to ensure staff are made aware of the Car Park Management Plan (including opportunities to benefit from the use of designated spaces).

- 5.25 For the duration that the building remains in operation car parking usage shall be surveyed by the TLO on a 6 monthly basis on a Tuesday, Wednesday or Thursday during the months of April and October and reported to the TPCo.
- 5.26 As part of any recruitment campaign relating to staffing of a commercial building within the Logistics Park the Occupier shall use reasonable endeavours to target areas local to the site or areas along public transport corridors with easy access to the site.
- 5.27 No less than one month prior to first operational use of each commercial building within the Logistics Park the Occupier shall become a member of the Thurrock Freight Quality Partnership and shall retain membership for the duration that the building is within operational use. The TLO or an appropriate substitute shall attend all meetings of the FQP. The TLO's shall also use reasonable endeavours to make any hauliers operating in relation to the respective commercial building aware of the Thurrock FQP and the Freight Information Portal accessible via the Travel Planning Website, provide them with promotional information regarding the FQP and encourage them to become FQP members.
- 5.28 The TLO's shall use reasonable endeavours to make hauliers aware of and encourage hauliers to join best practice schemes such as 'Ecostars'.
- 5.29 The TLO's shall use reasonable endeavours to encourage hauliers to fit vehicles with suitable cycle safety equipment.
- 5.30 The TLO shall use reasonable endeavours to direct the routing of freight and operational movements associated with their respective plot to utilise preferred routes and avoid use of restricted routes.
- 5.31 From first operational use of each commercial building within the Logistics Park the TLO, acting on behalf of the Occupier, shall take the following steps to make employees aware of the Development Promoters Travel Planning Website, the information contained therein and any other available information relating to sustainable transport facilities or opportunities:
- The preparation of a leaflet which promotes the Travel Planning Website to be handed to and discussed with employees during employee inductions. Within one week of commencement of their employment the TLO shall e-mail each employee requesting their feedback on the Travel Planning Website and any feedback received shall be discussed with the TPCo;
 - Posting of appropriate notices on notice boards which shall be updated as appropriate; and
 - Monthly e-mails to all staff employed within the related building and plot promoting the promoting the Travel Planning Website.
- 5.32 These measures shall be maintained for the duration that the commercial building is in operational use with information updated periodically as appropriate.
- 5.33 Upon first appointment the TLO shall agree to attend the meeting with the TPCo as discussed in Paragraph 5.12 The TLO shall also attend all 'Travel Plan Liaison Meetings' referred to in Paragraph 5.13. Where a TLO is unavailable due to illness or holiday leave they shall nominate a suitable proxy to attend in their place.
- 5.34 The TLO, acting on behalf of the Occupier, shall be responsible for the surveying, collation of and submission to the TPCo of monitoring information in accordance with the requirements set out in Section 6.

6. Targets and Monitoring

6.1 The objective of this Travel Plan and the detailed provisions herein is to ensure targets for the proportion of transport by sustainable modes and total road traffic are met or, if possible, improved upon (improvement constituting an increase in sustainable transport mode share and a corresponding reduction in road traffic). It shall be the responsibility of the parties identified in Section 4 to endeavour to ensure this objective is achieved.

Targets

6.2 Sustainable transport mode share targets for employees/visitors and freight transport for LDO1, as set out within the LDO Transport Assessment, are summarised in Tables 6.1 and 6.2 below. These targets have been retained for the purposes of LDO1.5 and will be revised and updated for LDO2 in due course.

Table 6.1 - Employee/Visitor mode share targets

Development Year	% Development	Car Occupancy	% Non-Car	% Car Driver	% Car Passenger
Year 1	14	1.2	5	79	16
Year 6	50	1.25	7.5	75	17.5
Year 12	100	1.3	10	70	20

Table 6.2 – Freight mode share targets

Development Year	% use of rail (Park)	Port centric ¹
Year 1	2%	0%
Year 6	5%	55%
Full Development	10%	76%

¹ Portcentrics relates to the proportion of goods imported/exported to/from the commercial building via the London Gateway Port. The landside transportation of such imports/exports is absorbed entirely within the boundary of the port/park site and therefore does not impact upon the local or strategic road or rail network.

6.3 In addition to the above mode share targets, the LDO1.5 Section 106 sets out the obligations in relation to highways. Details of this are set out within the Transport Statement prepared for LDO1.5.

Toolkit Measures

6.4 Further measures that could be implemented on a voluntary basis, beyond those committed as part of this Travel Plan or implemented by the LGTPC using funding generated by the Travel Plan levy, include:

- Further incentives to staff employed at the Logistics Park to travel by sustainable modes. Such incentives may take the form of competition prizes, discounted travel or direct financial incentives;
- Implementation of a parking charging scheme. This could include a charging regime determined by the employees ability to travel by sustainable modes with higher charges for those benefiting from good sustainable transport links;
- Financial incentives towards increased transport of Freight via rail or sea modes; and
- Incentives for lorry drivers/haulage companies to avoid travelling during the peak periods (i.e. a free breakfast or dinner in the café during the traditional AM and PM peak periods).

Monitoring and Reporting

6.5 The primary responsibility for monitoring and reporting shall lie with the TPCo. The TPCo shall obtain data from the TLOs on behalf of the Occupiers and from the Development Promoters [or Management Company] in relation to site-wide movements. The results shall be reported to the LGTPC who shall advise the party with responsibility of the appropriate action to be taken and consider the monitoring results in the allocation of LGTPC spending.

Occupiers' Responsibilities

6.6 From first operational use of each commercial building within the Logistics Park during the months of April and October, and therefore on a 6 monthly basis, the TLO, acting on behalf of the Occupier, shall carry out Travel Plan monitoring comprising the following elements:

- A staff travel survey comprising a proforma which is sent out to all staff seeking details of frequency of use of various modes for travel to work, reasons for travel choices, comments and feedback on public transport services and walking and cycling facilities, feedback regarding the Travel Planning Website and the information it provides and feedback on the site wide car share database. To encourage staff to take part in the travel survey all employees who complete and return a proforma shall be entered into a prize draw which shall offer a prize of a value of not less than £200. The survey and prize draw shall be advertised to staff on notice boards;
- A parking survey comprising a series of 5 spot checks (on 5 different weekdays) and noting total car and HGV parking on site and total use of spaces designated for car sharing, disabled parking and electric cars;
- Information relating to the proportion of freight imported/exported via the London Gateway Port for the 6 months leading up to the survey date; and
- Information relating to the proportion of freight imported/exported by rail for the 6 months leading up to the survey date.

6.7 Upon receipt of the monitoring information the TLO shall compile this into a report. The report shall be submitted to the TPCo within one month of the completion of the survey (i.e. by the 31st May and 30th November respectively). Copies of the report shall also be provided to the senior management team of the Occupier.

Site Management Companies Responsibility

6.8 During the months of June and December, the TPCo, acting on behalf of the site Management Company, shall collate all survey reports from the various TLO's into a single site wide monitoring report. The report shall present the information in the following form:

- Total employment on site and the proportion of such travelling to site by the various available modes;
- Total site freight import/export and the proportion of such transported via the London Gateway Port or via rail (in providing this information the TPCo, acting in liaison with the TLO's shall agree upon a common unit of measurement for quantity of total freight); and
- A summary of total of highway traffic generated by the Logistics Park and Port developments in the AM and PM peaks for the 6 months up to the monitoring period, measured at the new site access road immediately prior to the egress onto the public highway. This information shall be accompanied by a narrative which explains any trends, peaks and troughs in traffic flows (i.e. an unexpected peak).

6.9 The site wide monitoring report shall be provided by the TPCo to all members of the TPC by the 30th June and 31st December respectively. It is to be noted that the TPCo, in meeting his responsibilities in respect of the Port development, may provide this as a combined report. Copies of the report shall also be provided to the senior management team of the Development Promoters, site Management Company and all Occupiers.

7. Summary

7.1 The primary objectives of the Travel Plan are to promote sustainable travel patterns and to reduce the impact of employee and freight related transport, minimising impacts on (a) the local and strategic road networks and (b) on local communities. Provisions to achieve these objectives are summarised below.

The Local and Strategic Road Network

7.2 In terms of influencing increased take up of sustainable transport modes the fundamental components of a successful Travel Plan are considered to be:

- The provision of suitable facilities which provide safe and convenient transport links;
- Incentives to direct choices towards take up of sustainable transport modes in place of reliance on the private motorcar; and
- Awareness of available facilities and the benefits of (i.e. incentives for) their use.

7.3 In terms of facilities, the Logistics Park development, via this Travel Plan and other obligations, has commitments a range of measures and the majority of these have now been implemented.

7.4 The transport choices of employees, Occupiers and freight hauliers shall be predominantly influenced by economic/cost considerations, and in this regard the Travel Plan seeks to balance choices in favour of sustainable transport by the provision of public transport subsidisation, cross ticketing initiatives and low interest loans, in addition to direct access to cost effective freight transport modes such as rail and transshipment. Further incentive shall be provided by the greater reliability provided by sustainable transport modes, when compared against road transport.

7.5 Awareness by employees, Occupiers and hauliers of the facilities and incentives discussed above shall be secured through the provision and interaction of the TLO's, TPCo and TPC who shall ensure that suitable information is advertised and readily available via services such as the Travel Plan website, notice boards, e-mail alerts and leaflets. The TLO's and dedicated TPCo shall be in direct contact with the Development Promoter, site Management Company, Occupiers, employees and hauliers to ensure that constant dialogue regarding sustainable travel opportunities takes place.

Local Communities

7.6 Impacts upon local communities shall be mitigated by the steps to be taken to reduce overall highway use by employees and freight transport. However, even in the situation where Travel Plan targets are improved upon, the development will still generate significant levels of highway traffic. Therefore, the mitigation for local communities shall include measures to avoid (a) rat running by development-related highway traffic and (b) overnight HGV parking.

7.7 Information will be provided to employees, Occupiers and freight hauliers regarding preferred and prohibited routes and encouragement to adhere to the Logistics Parks policy for the preferred routes (the A1014 and A13) to be utilised where possible. In acknowledgement that there may be some use of local routes which is beyond the control of the Development Promoter or individual Occupiers, the Development Promoter shall provide funding through the Section 106 to enforce, existing restrictions, establish new restrictions or provide measures which discourage the use of such routes, through local communities.

- 7.8 To ensure that HGV's associated with the Logistics Park development do not park on local roads, suitable on site facilities for both HGV parking and HGV drivers are provided at a rate sufficient to meet demand, in accordance with the parking standards set out in the LDO Design Code.
- 7.9 Additionally, overnight facilities for HGV parking and HGV drivers shall be provided within commercial plots or alternatively within common infrastructure areas. In each case driver facilities shall be provided in close proximity to the parking areas and shall include kitchen facilities, showers facilities and rest areas. The rate of provision of the overnight parking and driver facilities shall be 1:3500 square metres of Gross Internal Area of the commercial buildings which is suitable to meet the level of provision identified to be required by the Thurrock Lorry Parking Study (March 2012).
- 7.10 The effectiveness of the provisions discussed above shall be subject to regular monitoring and reporting to allow decisions regarding the allocation of funding (by the council or the LGTPC) and the provision of additional voluntary measures to be informed by the situation 'on the ground'.

Appendix A - Site Management Company Remit

London Gateway Park Services Limited, the site management company.

Management Principles

The principle management aims of the London Gateway Park Services Limited are to:

- achieve and consistently deliver a level of service and environment to occupiers that reflects a high quality value driven ethos
- embrace the values of sustainable practices, relating to the environment, commercial objectives, social responsibilities, and the essential well-being of all personnel
- maintain all elements for the long term benefit of the occupiers and their customers
- seek continual improvement in the provision of services and management disciplines, bringing benefits to occupiers through the Park's adjacency to London Gateway port.
- achieve a secure, safe and world class logistics facility that enjoys long term success

Management Details

The Logistics Park estate will be managed in two principal zones, recognising the development programme and the sharing of certain services and infrastructure facilities. In addition, a third zone will be formed by the private Main Access Road owned by the London Gateway Port Limited.

The Logistics Park Management Company will employ managers, facility personnel and administration staff directly, with all services and supplies procured through a strict contract regime that mirrors the corporate disciplines of DP World.

Principle areas of management activity will encompass:

- Logistics Park wide occupier engagement, promoting appropriate park community activities, key stakeholder engagement, and providing an estate management forum
- Company administration, asset management, financial accounting and budgets, and sinking fund management
- Utility supplies and distribution
- Water management and drainage
- Waste and recycling
- Community networked building and services management system integration and monitoring
- Landscape and physical environment management
- Security; hard, observation and preventative regimes
- Regulatory and statutory compliance, including health and safety

- Communications and IT, infrastructure and park community network
- General fabric maintenance and repairs and planned lifecycle maintenance regimes
- Traffic management, wayfinding and intelligent mapping, travel plan support and co-ordination
- Specialist services as required

The management team recognises the value and quality ambitions of the London Gateway Logistics Park. The team will embrace best practice approach, with the objective to achieve a world class ethos through its provision and co-ordination of management routines and practices.

**Appendix B - London Gateway Travel Plan Committee
Proposed Constitution**

LONDON GATEWAY LOGISTICS PARK

TRAVEL PLAN COMMITTEE – PROPOSED CONSTITUTION

1. CONTEXT

- 1.1 The Travel Plan Committee was originally required to be constituted under the terms of the Section 106 agreement dated 18th May 2007 which was associated with the Outline Planning Consent (OPC) relating to the Shell Haven Oil Refinery site (the OPC Agreement) and The London Gateway Port Travel Plan (Ref: APP/0/103) and Supplemental Travel Plan.
- 1.2 This document sets out the revised terms of reference for the Travel Plan Committee, including its composition, powers, role, meetings, funding and participation in the management of the monitoring process, in the light of changes and the making of the London Gateway Logistics Park Local Development Order 2013 (LDO).
- 1.3 The parameters for this document were originally set out in the OPC Agreement, the OPC Travel Plan annexed thereto, the HEO Travel Plan and the Supplementary Travel Plan, and from directions made by the Secretary of State in the two “minded to grant” letters of 20th July 2005 and 8th August 2006. In relation to the OPC, it is to be noted that upon implementation of development pursuant to the LDO the Agreement and OPC Travel Plan shall be superseded by the LDO S106 Agreement and LDO Travel Plan.
- 1.4 Any proposed changes to this constitution which may be promoted to the members of the committee from time to time may only be adopted in so far as they are consistent with the terms of the LDO including the LDO S106 Agreement.

2. LEGAL STATUS

- 2.1 The Travel Plan Committee is not a legal entity and as such has no legal or statutory powers other than those given under this constitution.
- 2.2 It is acknowledged that membership of the Travel Plan committee does not limit the statutory roles of the Highway Agency, Thurrock Council, Essex County Council, or London Gateway Port Authority.
- 2.3 The Travel Plan Committee has developed a Memorandum of Understanding concerning how each respective committee member manages Freedom of Information Requests for Commercially sensitive information.

3. DEFINITIONS AND INTERPRETATION

- 3.1 LDO means the London Gateway Logistics Park Local Development Order 2013.
- 3.2 “OPC” means the Outline Planning Consent (Ref: THU/02/00084/OUT) relating to the London Gateway Logistics Park.
- 3.3 “HEO” means the Harbour Empowerment Order, which was made on the 2nd May 2008.

- 3.4 “Harbour Authority” (who shall be responsible for the Port/HEO development) means London Gateway Port Limited;
- 3.5 “The Development Promoter” means the landowner and includes the appointed LDO site management company
- 3.6 “London Gateway Site Offices” means the site offices at London Gateway
- 3.7 “Port site” means the site of the London Gateway Port as comprised in the HEO.
- 3.8 “Logistics Park site” means the site of the Logistics Park as defined in the LDO
- 3.9 “The Whole Site” means the combined Port site and Logistics Park site
- 3.10 “The LDO S106 Agreement” means the agreement between LG Park Freehold Limited, LG Park Leasehold Limited and Thurrock Borough Council dated (date to be inserted)
- 3.11 “Occupier” means a party who acquire a Freehold or Leasehold interest in a building or development plot for the purpose of carrying out commercial operations
- 3.12 “The Travel Plans” means the LDO Travel Plan, the HEO Travel Plan (Ref: APP/0/103) and the Supplemental Travel Plan
- 3.13 “Whole Site” means the whole of the site comprising both the site of the London Gateway Logistics Park and the London Gateway Port.
- 3.14 References to any party shall include their successors in title as developers of any part of the Whole Site or as planning or highway authority as the context requires.

4. POWERS AND DUTIES

4.1 Terms of Reference

- 4.1.1 To promote sustainable travel, investment in infrastructure, passenger transport services, freight management facilities and services and other measures which will encourage the employees of occupiers of the Whole Site, and visitors to the Whole Site to use non-car modes of transport to and from the Whole Site and to reduce the impact of freight traffic on the highway network and on local communities and to achieve the mode share targets.
- 4.1.2 To monitor and advise on actions related to the build-up of demand for trip-making at the Whole site and the share of transport by individual modes as development proceeds.
- 4.1.3 To make plans for the provision of passenger transport and non-car transport facilities as necessary to support the achievement of the target mode shares, including specifying passenger transport services which will be required prior to completion of the LDO development and during the roll out of development of the Logistics Park, including the provision of bus services from “day one”.
- 4.1.4 To determine the timing of investment in passenger transport facilities at the Whole Site (or facilities “off-site” required primarily to support the services required by the site) bearing in

mind that services are unlikely to be commercially viable initially and that resources need to be allocated when there are realistic prospects of seed funding activity resulting in the establishment of sustainable services.

- 4.1.5 To ensure that value for money is obtained and that the funding available for seed funding is used in the most appropriate way, by supporting services which can reasonably be expected to become self-sustaining.
- 4.1.6 To negotiate and let contracts through Thurrock Council for the operation of public transport services as the Whole Site develops, and continue to support such services once services become self-sustaining, to ensure that the mode share targets are met.
- 4.1.7 To work with Thurrock Council, the local bus operators and the rail operators to facilitate integrated measures, including cross ticketing, real time information displays and timetable scheduling. The Committee would also seek to work with all parties to promote the adoption of standards in a similar manner to Bus Quality Partnerships.
- 4.1.8 To approve Occupier Travel Plans, as submitted to the members of the Travel Plan Committee by the Occupiers in association with each commercial building, within one month of receipt by Committee members

4.2 Holding and Allocation of Funds

- 4.2.1 All funds provided to the Committee will be held in a specially designated interest bearing account by Thurrock Council in the name of the Travel Plan Committee.
- 4.2.2 The Committee shall apply funds in accordance with the LDO S106 Agreement and the Travel Plans where relevant and any subsequent variations thereto
- 4.2.3 Expenditure of the funds allocated to the Committee is limited to expenditure necessarily incurred in meeting the Terms of Reference of the Committee. Such expenditure may include, but is not limited to:
 - a) Capital costs of provision of bus stops, shelters, real-time information systems and other infrastructure;
 - b) Underwriting the net operating costs of bus services during the period immediately following introduction, whilst patronage on the service builds up in line with the development;
 - c) Making contributions towards the costs of maintaining operations centres, organising scheduled or demand responsive passenger transport, and providing information on services;
 - d) Cost of surveys, reports and monitoring over and above that undertaken directly by the Travel Plan Co-ordinator (on behalf of the Development Promoter) or each respective Transport Liaison Officer (on behalf of the Occupiers)

4.3 Monitoring

The Committee will:

- 4.3.1 Liaise with and accept and consider reports from the Travel Plan Co-ordinator or Transport Liaison Officers, which shall be provided in accordance with the terms of the Travel Plans.
- 4.3.2 Provide feedback to the Travel Plan Co-ordinator relating to the impact of traffic, the operation of the Vehicle Booking System, on-site lorry parking facilities, and the private minibus service and upon Travel Plan initiatives, local and strategic traffic conditions, public safety and local amenity considerations.
- 4.3.3 Provide feedback to the Travel Plan Co-ordinator on the measures and initiatives outlined in the Travel Plans.
- 4.3.4 Carry out such additional regular (at least annual) monitoring as it considers appropriate.

4.4 Remedial Action and Compliance Measures

- 4.4.1 The Committee shall where necessary give consideration to the taking of such remedial action or compliance measures required to meet the objectives of the Travel Plans

4.5 Committee to have power to seek alternative funding sources

- 4.5.1 The Committee will be empowered to seek alternative sources of funding which may become available from outside agencies and take a pro-active role in attracting additional funding where opportunities exist to complement and enhance existing strategies.

5 MEMBERSHIP

5.1 Members

- 5.1.1 The Travel Plan Committee shall be constituted of up to 2 nominated representatives from each of:

- a) Highways Agency
- b) Thurrock Council
- c) Essex County Council

and one Representative from each of:

- d) The Harbour Authority
- e) The Development Promoter

- 5.2.1 Each party shall notify all other parties in writing upon the change of any nominated representative

5.2 Proxies

5.2.1 Any nominated representative of any party may send a delegate or proxy to any meeting in his place giving no less than 3 days-notice to all other parties.

5.3 Quorum

5.3.1 Any meeting of the Travel Plan committee shall not be quorate unless:

- a) At least 1 nominated representative of each party is in attendance; or
- b) A nominated proxy attends for each party who does not have a nominated representative in attendance

5.3.2 No business shall be transacted at any meeting unless a quorum is present although the committee may meet to consider information without a quorum being present.

5.3.3 In the event that the responses to the notice of meeting suggest a meeting will not be quorate all parties shall beforehand agree a mutually acceptable date for an additional or alternative meeting to take place to ensure that the committee meets the frequency requirement of clause 6.2 below.

5.4 Chairman

5.4.1 All meetings to be chaired by one of the nominated representatives from Thurrock Council.

5.5 Secretary

5.5.1 The Development Promoter shall appoint a secretary responsible for circulating draft minutes of each meeting unless otherwise agreed by the Committee

6. MEETINGS

6.1 Overall Purposes

6.1.1 Agreeing the apportionment of funds

6.1.2 Monitoring

6.1.3 Receiving and commenting upon reports

6.1.4 Providing feedback on the effects of Port and Logistics Park operations upon Travel Plan initiatives, local and strategic traffic conditions, public safety and local amenity conditions.

6.1.5 Making decisions on the allocation of funding and the nature of feedback to the Travel Plan Co-ordinator or Transport Liaison Officers.

6.2 Frequency

6.2.1 The Committee shall meet at least once every 6 months during the months of July and February and more frequently by agreement.

6.2.2 At the request of any party, the Chairman shall convene an extraordinary meeting of the Committee

6.2.3 Upon receipt of a Occupier Travel Plan by the Committee members (and within one month of receipt) the Chair party shall call an extraordinary meeting to discuss and agree any feedback considered necessary

6.2.4 Any meeting of the Committee which is not quorate shall not count as a meeting for the purposes of clause 6.2.1 and 6.2.3 above.

6.3 Notification of meetings

6.3.1 The chairman shall notify all parties of the next meeting, giving at least 20 working day's notice in writing.

6.3.2 Members shall respond not later than 10 working days before the meeting date indicating whether they will be attending or not.

6.4 Circulation of Agenda and Reports

6.4.1 The chairman shall circulate the proposed agenda to all parties with the notice of the meeting.

6.4.2 The agenda shall always include a provision for 'other business' to be addressed.

6.4.3 Reports and papers shall be circulated with the proposed agenda save where documents are marked confidential by the proposing member.

6.5 Location of Meetings

6.5.1 Either:

a) At a mutually convenient location, nominated by one party on a rotating basis; or

b) At the London Gateway offices

6.6 Invitations

6.6.1 For the purposes of any meeting of the Committee any member may propose that a guest attends from an appropriate expert body to address the Committee. The proposed guest may only attend on the agreement of all parties.

6.7 Cancellation of Meetings

6.7.1 Any proposed meeting may be cancelled:

a) Forthwith by the Chairman with the agreement of the parties and by notice to all parties in writing

6.7.2 In the event of any such cancellation the parties shall agree a mutually acceptable alternative which satisfies the requirements of paragraph 6.2.1 and 6.2.3.

6.7.3 The Chairman shall not be entitled to cancel a meeting if it would mean non-compliance with 6.2.1.

6.8 Minutes

6.8.1 The Minutes of each meeting shall be circulated by the nominated secretary for that meeting within 10 working days of the meeting.

6.8.2 Minutes shall be treated as being agreed unless any party disputes the accuracy of such minutes within 20 working days (or as agreed by all parties) of receipt. Any dispute which cannot be resolved by discussion between the parties shall be resolved at the next scheduled meeting.

6.9 Procedure at meetings

6.9.1 Apologies

6.9.2 Order of business: To be determined by the Chairman from the agenda circulated with the notice of the meeting.

6.9.3 Provisional date of next meeting.

6.10 Decisions

6.10.1 Each resolution to be decided on a show of hands.

6.10.2 No party shall have a casting vote.

6.10.3 Each party shall have 1 vote, whether they have 1 or 2 nominated representatives.

6.10.4 No motion shall be passed unless all parties vote in favour.

6.11 Deadlock

6.11.1 In the event of a deadlock, parties may by written notice to the other parties refer an issue to designated senior officers.

6.11.2 The designated senior officers for each party shall be notified to all other parties in writing and any change shall be notified in writing.

6.11.3 Such nominated senior officers shall in good faith negotiate to resolve the issue.

6.11.4 Should such nominated officers fail to reach agreement within 30 calendar days or such other period as the Committee may agree, committee may refer the dispute to binding arbitration in accordance with Section 9.2 of this constitution.

7. Expenses

7.1 The administrative expenses of the Committee (including secretarial expenses) shall be borne by the Development Promoter.

7.2 The ordinary expenses of each individual delegate or representative in attending committee meetings shall be borne in each case by the party nominating them as being a part of the exercise of their respective statutory duties.

7.3 Costs associated with the venue for any meeting shall be borne by the party nominating it, unless the venue is the London Gateway Site office in which case the cost of the venue shall be borne by the Development Promoters

8. Data Protection / Confidentiality

8.1 Any information gathered by the Committee:

8.1.1 May only be retained to the extent that to do so would be lawful, and

8.1.2 May not be used otherwise than in connection with the work of the Committee; and

8.1.3 Shall (to the extent consistent with 8.1.2 above) be kept confidential

8.2 Subject always to the requirements upon the Committee as a Data Controller under the Data Protection Act 1998, the Committee may by unanimous consent agree to release information gathered to specified persons for certain specified uses upon request.

8.3 The Committee recognises that notwithstanding the provisions of this Section 8, the individual bodies which are members of the Committee may be required, under the provisions of the Environmental Information regulations and / or the Freedom of Information Act, to release information gathered in their role as members of the Committee.

9 Miscellaneous

9.1 Withdrawal of Membership

9.1.1 Any party, save Thurrock Council the Development Promoters and / or the Harbour Authority, may for any reason withdraw from membership of the committee giving 3 month's notice in writing to the committee of their intention to do so.

9.2 Arbitration

9.2.1 Any dispute or difference arising out of or in connection with this constitution (including without limitation any question regarding its existence, validity, interpretation performance or determination) shall be referred to and finally resolved by arbitration under the Rules of the London court of International Arbitration ("the Rules"), which Rules are deemed to be incorporated by reference into this paragraph.

9.2.2 The number of arbitrators shall be one.

9.2.3 The appointing authority for the purposes of the Rules shall be the London Court of International Arbitration.

9.2.4 The seat, or legal place, of arbitration shall be London.

9.2.5 The language to be used in the arbitration shall be English.

9.2.6 The governing law of the arbitration shall be the law of England and Wales.

9.3 Notices

9.3.1 Any notices required to be served on the parties shall be sent to the following addresses:

- a. For Essex County Council to the Director of Development, Highways and Transportation at County Hall, Chelmsford, Essex CM1 1QH;
- b. For Thurrock Council to the Director of Planning and Transportation at Civic Offices, New Road, Grays, Essex RM17 6SL
- c. For the Logistics Park site to Graeme Clarke, Implementation Director, London Gateway, Gate 2, The Manorway, Stanford-le-Hope, Essex SS17 9PD
- d. For the Port, to Graeme Clarke, Implementation Director, at London Gateway, Gate 2, The Manorway, Stanford-le-Hope, Essex SS17 9PD;
- e. For the Highways Agency to the Divisional Director, Network Strategy South, Woodlands, Manton Lane, Manton Lane Industrial Estate, Bedford, MK41 7LW.

9.3.2 Any party may be written notice to all other parties provide an alternative address or name for service.

9.3.3 Notices shall be by post or facsimile.

9.3.4 Without prejudice to 9.3.3 notices may also be sent by electronic mail to the notified representatives.

10. Effective Date

10.1 This revision of the constitution shall become effective on the date that the last party being a member of the Committee shall have signed a copy of the constitution.

10.2 As soon as is reasonably practicable after that date the Chairman shall notify all parties that the constitution has been amended as set out herein and the previous version of the constitution is revoked.

London Gateway Logistics Park Local Development Order 1.5

Appendix 6 Prior Notification Form



February 2024

Development Management Team, Planning and Growth, Planning and Transportation Directorate,
 Thurrock Council, Civic Offices, New Road, Grays, Essex, RM17 6SL

London Gateway Logistics Park Local Development Order 1.5 (LGLPLDO1.5) Prior-notification of Development

Purpose of this form

By submitting this form you are requesting confirmation as to whether the works you are proposing constitute permitted development under the London Gateway Logistics Park Local Development Order 1.5 (LGLPLDO1.5).

Following the consideration of your request, Thurrock Council will complete the notification section (Section 10) thereby certifying that the proposals are or are not permitted development. This will constitute the formal response as required by the Order. Development that is not permitted under the LGLPLDO1.5 may require the submission of a formal planning application.

All sections should be completed either electronically or in black ink.

Section 1 – Contact Details

1a. Applicant Name, Address and Contact Details.				
Title:		First name:		Surname:
Company name:				
Address:				
Telephone Number:				
Email				

1b. Agent Name, Address and Contact Details (if applicable).				
Title:		First name:		Surname:
Company name:				
Address:				
Telephone number:				
Email:				

Section 2 – The Development Proposal

2a. Description of development.		Office Use Only Compliant with the LGLPLDO1.5?
Type of development	Yes / No	
Erection of a building		
Extension of a building		
Alteration of a building		
Change of use		
Associated infrastructure or other development		
For Change of use development.		
Existing Use Class	Yes / No	
B8		
B2		
Eg (i)		
E(g) (ii)		
E(g) (iii)		
For all proposals.		
Proposed Use Class	Yes / No	
B8		
B2		
Eg (i)		
E(g) (ii)		
E(g) (iii)		
Associated Infrastructure	Yes / No	
Internal Access Road(s)		
Plot based vehicle parking and servicing		
Fences, gates, security barriers, gatehouses, street lighting		
Foul and surface water drainage infrastructure		
Utilities infrastructure		
Vehicle refuelling and washing facilities		
CCTV cameras and associated masts		
Lamp posts and any other lighting masts or infrastructure		

2b. Description of Development	Office Use Only Compliant with the LGLPLDO1.5?
<p>Please describe the proposed development.</p>	
<p>Note - Please provide plans and drawings showing the full details of the proposed works.</p>	

2c. Location of development	Office Use Only Compliant with the LGLPLDO1.5?
<p>Please include a plan showing the location of the proposed development outlined in red in the context of the Logistics Park.</p>	

Section 3 – Design Details

Please complete this section if buildings or other structures are to be erected on the site.

<p>3a. Height of the building or structure. Development must not exceed the maximum height for the zone/plot in which the building or structure is located (as shown on the Height Zoning Plan in the Design Code).</p>	<p>Office Use Only Compliant with the LGLPLDO1.5?</p>
<p>Please state the maximum height (in metres) of the building when measured from the finished floor level.</p> <p>Height of building(s): m</p> <p>Please state the height of any other structures to be erected:</p> <p>Type of structure..... Height m</p> <p>Type of structure..... Heightm</p> <p>Type of structure..... Heightm</p> <p>Type of structure..... Height m</p> <p>Type of structure..... Heightm</p>	

<p>3b. Building Size. The maximum gross internal floorspace shall not exceed 150,000m² and the minimum gross internal floorspace shall not be less than 1,000m² (unless for ancillary use) (see paragraphs A2.1 – A2.3 of the Design Code)</p>	<p>Office Use Only Compliant with the LGLPLDO1.5?</p>																					
<p>Please provide details of proposed floor space (ancillary office or retail floorspace to be recorded under primary use)</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-bottom: 10px;"> <thead> <tr> <th rowspan="2" style="width: 25%;">Floorspace</th> <th colspan="3" style="text-align: center;">Use Class E</th> <th rowspan="2" style="text-align: center;">Use Class B2</th> <th rowspan="2" style="text-align: center;">Use Class B8</th> </tr> <tr> <th style="text-align: center;">E(g)(i)</th> <th style="text-align: center;">E(g)(ii)</th> <th style="text-align: center;">E(g)(iii)</th> </tr> </thead> <tbody> <tr> <td>Existing GIA floorspace m²</td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> </tr> <tr> <td>Proposed GIA floorspace m²</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Floorspace	Use Class E			Use Class B2	Use Class B8	E(g)(i)	E(g)(ii)	E(g)(iii)	Existing GIA floorspace m ²						Proposed GIA floorspace m ²						
Floorspace		Use Class E					Use Class B2	Use Class B8														
	E(g)(i)	E(g)(ii)	E(g)(iii)																			
Existing GIA floorspace m ²																						
Proposed GIA floorspace m ²																						

<p>3c. External storage shall not exceed 2% of plot or 2,000m² whichever is the lesser, other than in the 'External Storage Exception Zone'. External storage within the 'External Storage Exception Zone' shall have a maximum plot coverage of 20% or 15,500 m² whichever is the lesser and shall not exceed 6m in height and shall be within fenced areas not exceeding 3m in height.</p> <p>External storage shall not be provided within infrastructure corridors or building service yards fronting the primary site access road except where facilities are single sided and the external storage area is situated behind a 10m wide landscaped zone or 7.5m where plot landscaping is adjacent to infrastructure landscaping or swale. (see paragraphs D1.1-D1.3 of Design Code).</p>	<p>Office Use Only Compliant with the LGLPLDO1.5?</p>
<p>Is the site located in the 'External Storage Exception Zone'? Yes / No</p> <p>Is external storage to be provided? Yes / No</p> <p>If yes, please specify the size of the area (m²) and the plot coverage as a percentage of the total plot area.</p> <p>Area m² Plot coverage..... %</p> <p>Note - Please include a plan showing the location of the proposed external storage area within the plot.</p>	

<p>3d. On plot HGV fuelling facilities shall not exceed a maximum plot coverage of 3% or 3,000sq.m whichever is the lesser.</p> <p>On plot HGV washing facilities shall not exceed a maximum plot coverage of 1% or 1,000sq.m whichever is the lesser.</p>	<p>Office Use Only Compliant with the LGLPLDO1.5?</p>
<p>Are HGV refuelling facilities or wash facilities to be provided Yes / No</p> <p>If yes, please specify the size of the area (m²) and the plot coverage as a percentage of the total plot area.</p> <p>HGV refuelling area m² Plot coverage... % HGV washing facilities area m² Plot coverage... %</p> <p>Note - Please include a plan showing the location of the proposed facilities within the plot.</p>	

3e. Colours and Materials (including cladding) The buildings and structures must be constructed with external finishes in the materials and colours listed in paragraph A4 of the Design Code.			Office Use Only Compliant with the LGLPLDO1.5?
Please provide a description of the proposed materials and finishes to be used.			
	Material(s)	Colours	
External Walls			
Roof			
Windows			
Vehicle Access & Hardstanding			
Other (Please Specify)			

3f. Roofscape	Office Use Only Compliant with the LGLPLDO1.5?
Roof planes set at a minimum pitch of 3 degrees and maximum pitch of 10 degrees shall generally be specified with roof lights at 15% where operational requirements permit. Please specify pitch of roof plane Please specify % of roof lights	

3g. Proposed building elevations	Office Use Only Compliant with the LGLPLDO1.5?
Please provide plans showing proposed building elevations.	

3h. Plot Boundary Treatments. See paragraph C2 of the Design Code			Office Use Only Compliant with the LGLPLDO1.5?
Please provide the following boundary treatment details:			
Means of enclosure / boundaries	Material(s)	Height (m)	

3i. Landscaping, lighting and street furniture (See paragraphs B8, C1 – C7, F6 – F7 and I1 – I3 of the Design Code)		Office Use Only Compliant with the LGLPLDO1.5?
Please provide a plan showing details of the following.		
<p>Soft landscaping and planting plan (including species selection)</p> <p>Hard landscaping details and materials</p> <p>Location of lighting, if required</p> <p>Location of street furniture, if required</p> <p>Please provide the detailed specification for lighting and street furniture.</p>		

Section 5 - Construction Details

For proposals involving the erection of new buildings only

5a. HSE Consultation Zone (see paragraph A1.2– A1.4 of the Design Code)	Office Use Only Compliant with the LGLPLDO1.5?																
<p>Are any buildings proposed to be located within the HSE consultation zone as shown on Figure 2 of the Design Code? Yes / No</p> <p>If yes, please specify consultation zone(s):</p> <table border="1" data-bbox="92 499 1193 674"> <tr> <td>Inner Zone</td> <td>Yes/No</td> </tr> <tr> <td>Middle Zone</td> <td>Yes/No</td> </tr> <tr> <td>Outer Zone</td> <td>Yes/No</td> </tr> <tr> <td>Envelope of Safeguarding Distances SD3</td> <td>Yes/No</td> </tr> </table> <p>Inner Zone: If the development is within the HSE inner zone please specify the maximum number of occupants that will be present in each building at any one time and the number of occupied storeys:</p> <p>No. of occupants</p> <p>No. of occupied storeys</p> <p>If other ancillary development is to be located with the HSE sensitivity zone please specify the use.</p> <p>Middle or Outer Zone: If the development is within the HSE middle or outer zone, please confirm that it is Use Class B8 Yes/No</p> <p>Envelope of Safeguarding Distances SD3: If the building is within the Envelope of safeguarding Distances SD3, please confirm whether it exceeds any of the following thresholds:</p> <table border="1" data-bbox="92 1301 1193 1910"> <tr> <td>A building more than three storeys above ground or 12m in height constructed with continuous non-load bearing curtain walling with individual glazed or frangible panels larger than 1.5 m² and extending over more than 50% or 120 m² of the surface of any elevation</td> <td>Yes/No</td> </tr> <tr> <td>A building more than three storeys above ground or 12 m in height with solid walls and individual glass panes or frangible panels larger than 1.5 m² and extending over at least 50% of any elevation.</td> <td>Yes/No</td> </tr> <tr> <td>A building more than 400 m² plan area with continuous or individual glazing panes larger than 1.5 m² extending over at least 50% or 120 m² of the plan area.</td> <td>Yes/No</td> </tr> <tr> <td>Any other structure that, in consequence of an event such as an explosion, may be susceptible to disproportionate damage such as progressive collapse.</td> <td>Yes/No</td> </tr> </table>	Inner Zone	Yes/No	Middle Zone	Yes/No	Outer Zone	Yes/No	Envelope of Safeguarding Distances SD3	Yes/No	A building more than three storeys above ground or 12m in height constructed with continuous non-load bearing curtain walling with individual glazed or frangible panels larger than 1.5 m ² and extending over more than 50% or 120 m ² of the surface of any elevation	Yes/No	A building more than three storeys above ground or 12 m in height with solid walls and individual glass panes or frangible panels larger than 1.5 m ² and extending over at least 50% of any elevation.	Yes/No	A building more than 400 m ² plan area with continuous or individual glazing panes larger than 1.5 m ² extending over at least 50% or 120 m ² of the plan area.	Yes/No	Any other structure that, in consequence of an event such as an explosion, may be susceptible to disproportionate damage such as progressive collapse.	Yes/No	
Inner Zone	Yes/No																
Middle Zone	Yes/No																
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Any other structure that, in consequence of an event such as an explosion, may be susceptible to disproportionate damage such as progressive collapse.	Yes/No																

<p>5b. The piling method - must be carried out in accordance with section D.7 of the Code of Construction Practice</p>	<p>Office Use Only Compliant with the LGLPLDO1.5?</p>
<p>If piling is required, please specify the piling design.</p> <p>Please provide details on the timing of works (start month and duration).</p>	

<p>5c. Plot Foul and Surface Water Drainage (see sections E1 – E2 of the Design Code) & Flood Warning and Evacuation Plans</p>	<p>Office Use Only Compliant with the LGLPLDO1.5?</p>
<p>Please specify whether the development is located in the northern or southern drainage zone? Northern / Southern</p>	
<p>Foul Drainage</p> <p>Please provide detail of the Waste Water Treatment Plant and foul water drainage system.</p> <p>Please provide plans and drawings showing the scheme submitted to the Environment Agency in applying for an Environmental Permit.</p>	
<p>Surface Water Drainage</p> <p>Please provide details of how surface water will be disposed of:</p> <p>Please provide plans and cross-sectional drawings of any swales, attenuation ponds and outfalls (if required).</p> <p>If box culverts are required, please provide plans and sections.</p> <p>Please provide details and plans of any temporary drainage system.</p> <p>Flood Warning and Evacuation Plan</p> <p>Please enclose a site specific Flood Warning and Evacuation Plan to include an overview of flood risk on the site, the potential impact of a breach of flood defences and recommended actions to ensure the safety of occupants and users of the development.</p> <p>Please state the maximum number of people likely to be present in the building at any one time.</p>	

5d. Archaeological Assessment	Office Use Only Compliant with the LGLPLDO1.5?
Please enclose a copy of the written approval from Thurrock Council of the Scoping Opinion and, where required, the Archaeological Assessment and Scheme of Mitigation.	

Section 6 – Remediation

A site specific risk-based ground condition assessment of the nature of the subsoils shall be submitted to and approved in writing by the Local Planning Authority before the submission of the Prior Notification Form. If specific risks to human health or groundwater are identified, then a scheme designed to deal with potential unremediated contamination must be approved in writing by the Local Planning Authority prior to submission of this Prior Notification Form.

6a. Remediation Strategy	Office Use Only Compliant with the LGLPLDO1.5?
Please enclose a copy of the written approval from Thurrock Council of the remediation strategy. Note - Please see informative below.	

Section 7 – Parking and Transport

7a. Parking spaces - must be in accordance with the standards set out in sections B3 – B5 of the Design Code				Office Use Only Compliant with the LGLPLDO1.5?
	Existing No. of spaces	Proposed No. of spaces	Bay dimensions (m)	
Articulated HGV				
Rigid HGV				
Van				
Car				
Cycle				
Powered two wheeled vehicle				
Blue Badge parking				

7b Electric Charging Points – 1 space must be provided for plots with 50 spaces or fewer. Plots with more than 50 spaces must include 2% of the total.	Office Use Only Compliant with the LGLPLDO1.5?
Number of electric charging points % of total	

7c. Loading, unloading and turning space – shall be in accordance with Freight Transport Association – Designing for Deliveries (see section B2 of the Design Code)	Office Use Only Compliant with the LGLPLDO1.5?								
<p>Please confirm space is in accordance with above standards: Yes/No</p> <p>Please complete the table below.</p> <table border="1" data-bbox="92 703 1177 990"> <thead> <tr> <th data-bbox="92 703 596 779"></th> <th data-bbox="596 703 1177 779">Area to be provided (m²)</th> </tr> </thead> <tbody> <tr> <td data-bbox="92 779 596 848">Loading</td> <td data-bbox="596 779 1177 848"></td> </tr> <tr> <td data-bbox="92 848 596 918">Unloading</td> <td data-bbox="596 848 1177 918"></td> </tr> <tr> <td data-bbox="92 918 596 990">Service yard circulation area</td> <td data-bbox="596 918 1177 990"></td> </tr> </tbody> </table> <p>Please identify all of the above areas on the site layout plan.</p>		Area to be provided (m ²)	Loading		Unloading		Service yard circulation area		
	Area to be provided (m ²)								
Loading									
Unloading									
Service yard circulation area									

7c. Internal access roads, footpaths, cycleways and verges – (see sections B7 and F1 – F7 of the Design Code)	Office Use Only Compliant with the LGLPLDO1.5?
<p>Please provide detailed plans and cross-sectional drawings showing the following details as appropriate.</p> <p>Width of road(s)</p> <p>Materials</p> <p>Landscaping</p> <p>Service corridors</p> <p>Drainage channel</p> <p>Width of footpath and verges</p> <p>Materials for cycle path</p> <p>Roundabouts and junctions</p>	

7d. Provision of cycle parking – must be provided in accordance with section B5 of the Design Code	Office Use Only Compliant with the LGLPLDO1.5?
Please provide a plan showing the location and design of the proposed cycle parking.	

Section 8 – Enclosures

Please include the following in your submission

8a. Plans / Drawings	Office Use Only Included Yes/ No
Location plan (scale 1:500 or 1:200)	
Site layout plan (scale 1: 500 or 1: 200):	
Elevations (scale 1:50 or 1:100)	
Existing and proposed layout/floor plans (scale 1: 50 or 1: 100):	
Existing and proposed elevation plans (scale 1: 50 or 1: 100)	
Roof plan (scale 1: 50 or 1: 100)	
Landscape plan (scale 1: 50 or 1: 100)	
Existing and Proposed site sections and finished floor and site levels (scale 1: 50 or 1: 100).	
Cross-section drawings of all roads, drainage channels and surface and foul water drainage systems (scale 1: 50 or 1: 100).	
Please list any other additional plans or drawings included in your submission.	

Section 9 – Declaration

<p>I / We hereby give notice of my / our intention to carry out the above development, I also confirm my intention that, if it is confirmed that planning permission is not required as provided for by the London Gateway Logistics Park Local Development Order 1.5, I / we shall only carry out the proposed work in accordance with the details included on this form and at the associated scaled plans. I / We understand that any variation from these details may require re-assessment.</p>	
<p>I / We confirm that any future occupier of a commercial building has been or will be informed of the obligation to submit an Occupier Travel Plan to the London Gateway Travel Plan Committee for verification prior to occupation of the commercial building. I / We confirm that, to the best of my / our knowledge, any facts stated are true and accurate and any opinions given are the genuine opinions of person(s) giving them.</p>	
Name:	
Signature:	
Date:	

Section 10 – Notification

Either 10a or 10b to be completed by Thurrock Council	
10a. Compliance with the LGLPLDO1.5 Thurrock Council considers that the development described in this form constitutes permitted development under the London Gateway Logistics Park Local Development Order 1.5.	
Signature:	Date:
10b. Non-compliance with the LGLPLDO1.5 Thurrock Council does not consider that the development described in this form constitutes permitted development under the London Gateway Logistics Park Local Development Order 1.5, for the reasons outlined below.	
Signature:	Date:

Informatives

Plans and Drawings

The site location plan / red-line site plan needs to clearly identify the site in question via a red-line drawn around the site area, needs to be drawn and printed to an identifiable scale, using recognised base maps (normally Ordnance Survey) and show the direction of North. It should also be clearly labelled and titled.

All other plans must be provided at the specified scale, unless otherwise agreed by the local; planning authority. The scale must be identified on all drawings along with a scale bar. Plans should also include a title, the date, drawing number, with revisions clearly identified and show the direction of north. Every plan based upon Ordnance survey maps must have the appropriate Ordnance Survey copyright notice.

Submitting the Prior Notification Form

Please submit the completed form and supporting/accompanying documentation electronically to:
Planning.applications@thurrock.gov.uk

Hard copies of any documents may be requested as necessary.

Notification Fee

Please review the LGLPLDO1.5 fee schedule to calculate the applicable notification fee for your proposal. Payment should be made by electronic transfer.

Time Period for a Response

Thurrock Council will acknowledge receipt of the form within **5 working days** and will process the application and complete the notification section of the form within **28 days** of receipt.

Other Consents

Please note that your development will still be subject to the normal requirements of any other consents or permissions required under other legislation (e.g. Building Control Regulations, Environment Agency Consents, Advertising Consent).

Contact Information

If you wish to discuss your proposal or have any queries regarding the form please contact the Development Management Team.

Tel No. **01375 652652**

Address. **Development Management Team,
Planning and Growth,
Planning and Transportation Directorate,
Thurrock Council,
Civic Offices,
New Road,
Grays,
Essex
RM17 6SL**

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London Gateway Logistics Park Local Development Order 1.5

HEADS OF TERMS for a
s106 AGREEMENT relating to PROPOSED LDO 1.5



February 2024

1. **HISTORIC PLANNING POSITION**

- 1.1 Agreement that the Logistics Park is not to be (further) developed under the Outline Planning Consent (OPC) (with subsequent variations) once LDO1.5 has been made and come into force.
- 1.2 Cancellation of the s106 agreement relating to the OPC (original and deeds of variation).
- 1.3 The original LDO, and section 106 agreement entered into 05 November 2013 (amended by the Deed of Variation dated 3 December 2020), expired on 07 November 2023.
- 1.4 The s106 agreement under LDO1.5 to include all provisions of the 2013 s106 agreement (as amended).
- 1.5 Confirmation that the inclusion of provisions of the 2013 s106 agreement (as amended) in this s106 agreement does not constitute a new obligation where such Obligations have already been discharged.
- 1.6 It is intended by TBC and LG that the provisions of this s106 agreement will be further revised and updated as part of proposed LDO2.0.

2. **GENERAL PROVISIONS**

- 2.1 Planning obligations fall away if the LDO 1.5 expires before implementation, or is revoked, quashed or modified without agreement.
- 2.2 Parties to act in good faith.

3. **PLANNING OBLIGATION**

- 3.1 Agreement is an obligation under s106 of the Town and Country Planning Act 1990.
- 3.2 Obligations relate to the Logistics Park as defined.
- 3.3 Obligations on London Gateway Freehold Limited and London Gateway Leasehold Limited jointly and severally, as 'owners' for the purposes of s106.
- 3.4 Obligations insofar as owner of land/interests with Logistics Park – no liability after disposal (except for antecedent breach).

4. **COMMENCEMENT**

- 4.1 Conditional upon implementation of the Development.
- 4.2 Contemporaneous with the coming into force of LDO1.5.
- 4.3 Otherwise, with Implementation Date (of Development).

5. **LONDON GATEWAY COVENANTS**

Only the ongoing obligations and those not fully discharged from the 2013 s106 agreement, and amended obligations, are listed here.

- 5.1 Highway Improvements:

- 5.1.1 amendments to clause 4.3 of Schedule 2 of the 2013 s106 agreement to confirm that:

- (a) monies paid under this clause are not repayable under clause 9.2 of the 2013 s106 agreement, but will have to be repaid if not expended (or not committed for the objectives or purposes as set out in the s106) by TBC with accrued interest on the 10th anniversary of the date of this s106 agreement; and
 - (b) the sum is to be used for local highway-related improvements *which in TBC's reasonable opinion would mitigate the impacts to the highway network* arising as a result of the Development [additional drafting in italics]; and
- 5.1.2 use best endeavours to agree with National Highways a programme for implementation of the scheme of mitigation for Junction 30 of the M25, as identified in the Transport Assessment, and implement according to that programme; or, if National Highways confirms the scheme of mitigation is not suitable, design an alternative scheme, agree the programme for implementation, and implement according to that programme;
- 5.1.3 A13 Fourth Contribution (payable in the event Flow Triggers are met);
- 5.1.4 Low Noise Surfacing Contribution (payable within 30 days of receipt of an invoice); and
- 5.1.5 provisions to prevent any future occupation of development on the Logistics Park site where the above improvements are not completed in accordance with the triggers set out.
- 5.2 Implementation of and compliance with the Travel Plan (with associated mechanisms for payments, monitoring and approval), on same terms as Appendix 4 of the Deed of Variation.
- 5.3 Implementation of Ecological Mitigation and Management Plan (EMMP) mitigation, monitoring and management requirements.
- 5.4 Provision of Land for Permanent Training Facility (no changes to existing Option to Purchase).
- 5.5 Employment Learning & Skills – Social Value Framework.
- 5.6 Compliance with TBC's monitoring requirements in relation to:
 - 5.6.1 Traffic Monitoring and compliance with the Traffic Plan;
 - 5.6.2 LDO Monitoring Information (i.e. jobs, floorspace, car use, lorry parking etc.); and
 - 5.6.3 Compliance with the EMMP.
- 5.7 Payment of an annual Monitoring Contribution of £10,000 for the duration of the monitoring requirements.
- 5.8 Recognition that London Gateway are not obliged to pay twice for matters covered both under this s106 and any s106 (or other arrangements) relating to the Port.
- 6. **THURROCK BOROUGH COUNCIL COVENANTS**
- 6.1 Use of the Training Facility.
- 6.2 Thurrock Borough Council to use reasonable endeavours to ensure mitigation measures, particularly highway improvements, are delivered as promptly as possible once any payments by London Gateway under the agreement are received.
- 6.3 Obligation to repay monies not expended or not committed for the objectives or purposes as set out in the s106 by the 10th anniversary of the date of this agreement, with accrued interest.

7. **COMMUNITY INFRASTRUCTURE LEVY (CIL)**

7.1 Transitional provisions to reflect implementation of CIL.

8. **BOILERPLATE**

8.1 Notices

8.2 Local Land Charge

8.3 Arbitration: London Court of International Arbitration

8.4 Costs: London Gateway to pay TBC's costs in connection with the agreement.

8.5 Indexation of Payment Amounts: RPI

8.6 VAT

8 February 2024	ITEM: 9
Planning Committee	
London Gateway Logistics Park: Consideration of Habitat Regulation Assessment (HRA) for 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’). Reports were subsequently 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.

Regulation 80 of the Conservation of Habitats and Species Regulations 2017, as amended, (“the 2017 Regulations”) must be applied to the making of a Local Development Order (LDO). This states that the provisions under Regulation 63 apply which require that:

‘A competent authority, before deciding to undertake, or give any consent, permission or other authorisation for, a plan or project which—

(a) is likely to have a significant effect on a European site or a European offshore marine site (either alone or in combination with other plans or projects), and

(b) is not directly connected with or necessary to the management of that site,

must make an appropriate assessment of the implications of the plan or project for that site in view of that site’s conservation objectives’.

Regulation 63 of the 2017 Regulations further states that:

'In the light of the conclusions of the assessment, and subject to regulation 64, the competent authority may agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the European site or the European offshore marine site (as the case may be).'

The 2017 Regulations include measures to establish and maintain a network of sites protecting habitats which in themselves are valuable as well as for the species they support. These sites form a network that across Europe is known as Natura 2000, and within the UK is now known as the National Site Network (NSN).

The application of the 2017 Regulations involves the precautionary principle; that plans and projects can only be permitted once it has been determined there will be no adverse effect on the integrity of a NSN site. Plans and projects may still, however, be permitted if there are no alternatives, and there are imperative reasons of overriding public interest as to why they should go ahead. However, when making LDOs, Regulation 80(2) states that 'Regulation 64 (*considerations of overriding public interest*) does not apply to the making of a local development order'.

The HRA process for LDOs consists of three stages, each stage being informed by the one preceding, to ensure an iterative and objective assessment. The 'Report to Inform a Habitats Regulations Assessment: London Gateway Logistics Park Local Development Order 1.5' dated November 2023 concluded that:

- Stage 1 (Screening Assessment): potential impacts have been identified resulting from construction and operational phase activities proposed under LDO1.5.
- Stage 2 (Appropriate Assessment): risks related to noise and water pollution have the potential to affect the qualifying features and contravene the conservation objectives of the relevant sites, if no mitigation measures are implemented. Avoidance and mitigation measures identified would reduce the effect of the development on the qualifying features of the relevant sites to a negligible impact.

There is no requirement to carry out an Assessment of Alternative Solutions (Stage 3) as, with appropriate mitigation, LDO1.5 would not be likely to adversely affect the integrity of a Habitat Site.

As the "competent authority" the Council has consulted Natural England who are the statutory nature conservation body. Natural England have confirmed that works undertaken in strict accordance with the submitted details are 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.

It is recommended that, on the basis of the assessment carried out in the 'Report to Inform a Habitats Regulations Assessment: London Gateway Logistics Park Local Development Order 1.5' dated November 2023 and the consultation replies, the Council formally determine that the development proposed by LDO1.5 will not have a likely significant effect on a European Protected Site.

Commissioner Comment:

None received.

1. Recommendation(s)

That Council:

- (i) **Note the content of the “Report to Inform a Habitats Regulations Assessment London Gateway Logistics Park Local Development Order 1.5” dated November 2023 and the consultation responses received;**
- (ii) **Formally determine, on the basis of the information available, that the development proposed by the LDO 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.**

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 The Council made the London Gateway Logistics Park Local Development Order in November 2013 (LDO1). It permitted up to 829,700 sqm of commercial floorspace on the site, of which almost 340,000 sqm of floorspace is either complete and operational or under construction. LDO1 expired in November 2023 and therefore another consent is required to enable delivery of the remainder of the Logistics Park. LDO2 is currently being prepared but is not due to be considered by the Council until summer 2024. LDO1.5 is therefore intended as an interim measure (valid for 1 year or until LDO2 is adopted, whichever is earlier) to enable the delivery of up to a further 85,000sqm of B8 floorspace pending consideration of LDO2.

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.
- 3.2 LDO1.5 is proposed to establish permitted development allowances for specified categories of employment-generating development, associated floorspace and supporting / ancillary development, reflecting what already exists on site as well as making provision for up to a further 85,000 sqm of B8 floorspace.

- 3.4 Under the 2017 Regulations, an HRA is required to identify if a plan or project is likely to have a significant effect on a European site or a European offshore marine site (either alone or in combination with other plans or projects).
- 3.5 Four relevant sites are identified within 10km of the proposed development:
- Thames Estuary and Marshes Special Protection Area (SPA) lies approximately 0.25km south west of the proposed development, at its closest point, and is designated for the Annex I bird species: avocet (*Recurvirostra avosetta*) and hen harrier (*Circus cyaneus*). The site also qualifies for migratory species ringed plover (*Charadrius hiaticula*), grey plover (*Pluvialis squatarola*), dunlin (*Calidris alpina alpina*), knot (*Calidris canutus islandica*), black-tailed godwit (*Limosa limosa islandica*) and redshank (*Tringa tetanus tetanus*).
 - Thames Estuary and Marshes Ramsar Site covers a similar area as the SPA and is a complex of brackish, floodplain grazing marsh ditches, saline lagoons and intertidal saltmarsh and mudflat. These habitats together support internationally important numbers of wintering waterfowl. The saltmarsh and grazing marsh are of international importance for their diverse assemblages of wetland plants and invertebrates.
 - Benfleet and Southend Marshes SPA lies approximately 6.9km north of the proposed development and qualifies as a wetland of International importance by supporting wintering waterfowl of species such as dark-bellied brent geese (*Branta bernicla bernicla*), grey plover, knot, ringed plover and dunlin.
 - Benfleet and Southend Marshes Ramsar Site covers the same areas as the SPA and comprises an area of intertidal mudflats, saltmarsh, scrub and grassland. The site supports internationally important wintering populations of migratory waterfowl species.
- 3.6 Natural England are satisfied that the HRA has considered all relevant protected sites.

Stage 1: Screening Assessment

- 3.6 The following potential impact pathways resulting from construction and operational phase activities proposed under LDO1.5 have been identified:
- Noise and visual disturbance of qualifying bird species/populations;
 - Loss of individual wetland plant and invertebrate species during site clearance;
 - Changes in species distribution caused by loss of suitable habitat;
 - Accidental introduction of invasive species;
 - Pollution of habitats as a result of atmospheric nitrogen deposition and air-borne dust;
 - Pollution of habitats as a result of run-off of chemicals or sediment; and
 - Changes in the turbidity of water as a result of sediment run-off.
- 3.7 Noise, dust, water pollution and changes in the turbidity of water are potential impact pathways that are considered to have likely significant effects.

3.8 The possibility of in combination effects with other developments has also been investigated. Six developments were screened in for further investigation at the Appropriate Assessment Stage. These are:

- Construction of Berths 5 & 6 at the Port (adjacent to the site).
- Construction of a 2nd railway terminal at the Port (adjacent to the site).
- Construction of gas-fuelled standby electricity generation plant to supply the National Grid at Stanhope Industrial Park (0.66km west of the site).
- Commercial development at site of former Coryton Oil Refinery (2.17km east of site) – *awaiting planning decision*.
- Installation of renewable-led energy generation station at Land South of Marsh Lane, Fobbing (2.6km northeast of site) – *awaiting planning decision*.

Stage 2: Appropriate Assessment

3.7 The Appropriate Assessment process in the 'Report to Inform a Habitats Regulations Assessment: London Gateway Logistics Park Local Development Order 1.5' dated November 2023 concluded that, the risk of noise and water pollution have the potential to affect the qualifying features and contravene the conservation objectives of the relevant sites, if no mitigation measures are implemented.

3.8 Avoidance and mitigation measures have been identified that would reduce the effect of the development on the qualifying features of the relevant sites to a negligible impact.

3.9 The Code of Construction Practice (CoCP), which has been in place for the last ten years as part of LDO1, will continue to be implemented in relation to development permitted by LDO1.5. A severe winter weather restriction on impact piling will be included in the CoCP to satisfy Natural England. Measures relating to control of water quality, dust, and noise detailed within the CoCP are considered sufficient to mitigate against any likely significant effects on the relevant sites.

3.10 Subject to the appropriate mitigation, it is concluded that there will be no alone or in-combination significant effects on any of the relevant designated sites.

3.11 Natural England have confirmed that works undertaken in strict accordance with the submitted details are 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.

4. Reasons for Recommendation

4.1 As the "competent authority" the Council under the Conservation of Habitats and Species Regulations 2017 (as amended) is required to determine if a plan or project may have an adverse impact on a site designated under the same (or preceding Regulations) prior to any consent or permission being determined. The process of undertaking this assessment is known as an HRA.

4.2 The 'Report to Inform a Habitats Regulations Assessment: London Gateway Logistics Park Local Development Order 1.5' dated November 2023 has been prepared to provide

information to the competent authority and has been scrutinised by Natural England as the statutory nature conservation body. Its conclusions have been found to be sound. In these circumstances Officers recommend that, on the basis of the information available, the Council formally determines that the proposed development to be permitted by 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.

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

The Council has consulted with the statutory nature conservation body, Natural England, and their response is reported above. In addition, the 'Report to Inform a Habitats Regulations Assessment: London Gateway Logistics Park Local Development Order 1.5' dated November 2023 was subject to public consultation as part of the preparation of LDO1.5. This consultation exercise comprised a local newspaper advertisement, the posting of site notices and letters sent to nearby owner/occupiers.

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 Thurrock and the wider sub-region.

7.2 Legal

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

The making of the Local Development Order LDO1.5 requires a 'Habitats Regulation Assessment' and 'Appropriate Assessment' to be undertaken by the Council as the 'competent authority'. A Habitats Regulation Assessment and Appropriate Assessment have been undertaken. Whilst there is potential for negative impacts to be caused by the development the Council as competent authority has been advised by Natural England that these impacts can be mitigated sufficiently so that the proposed development to be permitted by LDO1.5 will not likely have a significant adverse effect on the integrity of a European site or a European offshore marine site either alone or in combination with other plans or projects.

The development must be undertaken strictly in accordance with the submitted details. The terms of the Local Development Order 1.5 will secure the necessary and recommended mitigation.

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 LDO1.5 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):

- Report to Inform a Habitats Regulations Assessment: London Gateway Logistics Park Local Development Order 1.5 (November 2023).
- Letter from Natural England dated 12 December 2023.

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

None.

Report Author:

Rachel Murrell

Consultant Planning Officer

Reference: 23/00442/FUL	Site: Car Parks Crown Road and Darnley Road Grays Essex
Ward: Grays Riverside	Proposal: The erection of a part five, part four and part three storey building and a separate two storey building to provide 53 no. self-contained flats, with a mix of 1 and 2 bed units, with associated parking, landscaping, access and infrastructure, including refuse and cycle stores.

Plan Number(s):		
Reference	Name	Received
14201-DB3-B00-ZZ-DR-A-20134	Proposed Site Elevations Sheet 5 without trees	28th April 2023
14201-DB3-B00-00-DR-A-20001	Location Plan	16th April 2023
14201-DB3-B00-00-DR-A-20005	Existing Site Layout	16th April 2023
14201-DB3-B00-ZZ-DR-A-20124A	Proposed Site Elevations Sheet 5	16th April 2023
14201-DB3-B01-ZZ-DR-A-20872D	Proposed Area Schedules	16th April 2023
210320-GSL-ZZ-XX-DR-C-7001	Proposed Drainage Plan	16th April 2023
14201-DB3-B00-ZZ-DR-A-20130C	Proposed Site Elevations Sheet 1 without trees	27th October 2023
14201-DB3-B00-ZZ-DR-A-20131C	Proposed Site Elevations Sheet 2 without trees	27th October 2023
14201-DB3-B00-ZZ-DR-A-20132C	Proposed Site Elevations Sheet 3 without trees	27th October 2023
14201-DB3-B00-ZZ-DR-A-20133C	Proposed Site Elevations Sheet 4 without trees	27th October 2023
14201-DB3-B00-00-DR-A-20100I	Proposed Site Plan	27th October 2023
14201-DB3-B00-00-DR-A-20110I	Proposed Site Ground Floor Plan	27th October 2023
14201-DB3-B00-00-DR-A-20111H	Proposed Site First Floor Plan	27th October 2023
14201-DB3-B00-02-DR-A-20112H	Proposed Site Second Floor Plan	27th October 2023
14201-DB3-B00-03-DR-A-20113H	Proposed Site Third Floor Plan	27th October 2023

14201-DB3-B00-04-DR-A-20114G	Proposed Site Fourth Floor Plan	27th October 2023
14201-DB3-B00-05-DR-A-20115G	Proposed Site Roof Plans	27th October 2023
14201-DB3-B00-ZZ-DR-A-20120F	Proposed Site Elevations Sheet 1	27th October 2023
14201-DB3-B00-ZZ-DR-A-20121E	Proposed Site Elevations Sheet 2	27th October 2023
14201-DB3-B00-ZZ-DR-A-20122E	Proposed Site Elevations Sheet 3	27th October 2023
14201-DB3-B00-ZZ-DR-A-20123C	Proposed Site Elevations Sheet 4	27th October 2023
14201-DB3-B00-ZZ-DR-A-20140C	Main Communal Entrances	27th October 2023
14201-DB3-B00-ZZ-VF-A-01910	Darnley Rd_3D View from Derby Rd Bridge	27th October 2023
14201-DB3-B00-ZZ-VF-A-01911	Darnley Rd_3D View from roundabout	27th October 2023
14201-DB3-B00-ZZ-VF-A-01912	Darnley Rd_3D View From Darnley Road	27th October 2023
14201-DB3-B02-ZZ-DR-A-20150B B02	GF Flat Window W5 Sunlight Review	27th October 2023
14201-DB3-B04-ZZ-DR-A-20155B B04	GF Flat Window W3_4 Sunlight Review	27th October 2023
24140001-STR-HGN-100-DR-D-00603 REV P2	Cycle parking arrangement long stay	27th October 2023
24140001-STR-HGN-100-DR-D-00601 - REV P5	General Arrangements	27th October 2023
24140001-STR-HGN-100-DR-D-00602 REV P2	Cycle parking arrangement long stay	27th October 2023
24140001-STR-HGN-100-DR-D-00604 REV P2	Refuse store arrangement	27th October 2023
24140001-STR-HGN-100-DR-D-00605 - REV P2	Swept Path Analysis: Refuse Vehicle	27th October 2023
24140001-STR-HGN-100-DR-D-00606 - REV P2	Swept Path Analysis: Refuse Vehicle	27th October 2023
24140001-STR-HGN-100-DR-D-00607 - REV P2	Swept Path Analysis 10m Rigid Vehicle	27th October 2023

24140001-STR-HGN-100-DR-D-00608 - REV P2	Swept Path Analysis 7T Box Van	27th October 2023
24140001-STR-HGN-100-DR-D-00609 - REV P2	Swept Path Analysis: Pumping Appliance	27th October 2023
24140001-STR-HGN-100-DR-D-00610 - REV P2	Swept Path Analysis: Pumping Appliance	27th October 2023
24140001-STR-HGN-100-DR-D-00611 - REV P2	Swept Path Analysis: Pumping Appliance	27th October 2023
D3088-FAB-00-XX-DR-L-1000 PL05	Combined Hard and Soft Landscaping	27th October 2023
24140001-STR-HGN-100-DR-D-00612 - REV P2	Swept Path Analysis HIAB	27th October 2023
24140001-STR-HGN-100-DR-D-00613 - REV P2	Swept Path Analysis: Internal Road Access	27th October 2023
24140001-STR-HGN-100-DR-D-00614 - REV P1	Swept Path Analysis: SDV	27th October 2023
24140001-STR-HGN-100-DR-D-00615 - REV P1	Distance between Refuse Store and Block 3 & 4	27th October 2023

The application is also accompanied by:

- Planning Statement
- Design and Access Statement and Appendices
- Landscaping Strategy
- Air Quality Assessment
- Arboricultural Pre-Planning Tree Report, Arboricultural Method Statement, Tree Constraints Plan and Tree Schedule
- Daylight and Sunlight Reports (Neighbouring Properties, within the scheme and amenity areas)
- Energy and Sustainability Strategy
- Fire Statement
- Flood Risk Assessment and SuDs Strategy
- Health Impact Assessment
- Landscape Strategy
- Acoustic Planning Report
- Preliminary Ecological Appraisal
- Preliminary Site Investigation Report
- Statement of Community Involvement

- Transport Statement, On Street Parking Survey and Residential Travel Plan
- UXO Risk Assessment

Applicant:

Thurrock Council (Housing)
c/o Agent: Frances Young DLP Consultants

Validated:

16 May 2023

Date of expiry:

31 March 2024 (Extension of time agreed with applicant)

Recommendation: Grant Planning Permission subject to conditions and obligations

This application is scheduled for determination by the Council’s Planning Committee because the application has been submitted by the Council (in accordance with Part 3 (b) Section 2 2.1 (b) of the Council’s constitution).

1.0 BACKGROUND AND DESCRIPTION OF PROPOSAL

1.1 Full planning permission is sought for the erection of a part five, part four and part three storey building and a separate two storey building to provide 53 no. self-contained flats, with a mix of 1 and 2 bed units, with associated parking, landscaping, access and infrastructure, including refuse and cycle stores.

1.2 The key elements of the proposals are set out in the table below:

Site Area (Gross)	0.61 ha						
Height	Part 3/ part 4/ part 5 storeys (17.75m max storey height)						
Units (All)	Type (ALL)	1- bed	2- bed	3- bed	4- bed	5- bed	TOTAL
	Houses						
	Flats	10	43				53
	TOTAL	10	43				53
Affordable Units	Type (ALL)	1- bed	2- bed	3- bed	TOTAL		
	Houses						
	Flats	10	10		20		
	TOTAL	10	10		20		
Car parking	Total allocated: 2 disabled spaces and 2 car club spaces Total Visitor: 0 spaces Total: 4 spaces						
Cycle	Total allocated: 53 spaces (1 per unit)						

parking	Total Visitor: 54 spaces Total: 107 spaces
Amenity Space	Each apartment would have access to their own balcony, some ground floor units have access to front gardens. A landscaped communal amenity space with playspace
Density	86 units per ha for the whole site

1.3 Below is a more detailed description of key aspects of the proposal.

Layout

1.4 The layout for the proposed building that would occupy the Crown Road car park would comprise of an ‘L’ shaped layout that has been designed as a perimeter block fronting onto Crown Road, Stanley Road and Darnley Road. To the rear of the building a new communal amenity area would be created and would include a playspace. An external path would be created running along the northern part of this site for access to the communal amenity area and for access to the rear of the building.

1.5 The layout for the Darnley Road building would result in the siting of a new building at the northern end of the car park with the principal elevation facing into Darnley Road and the adjacent to the terraced houses in the road.

1.6 Apartment Layout and Mix:

Plot	Floor	Units
Darnley Road Apartments 2 units	Ground	1 x 1 bed unit
	First floor	1 x 2 bed unit
Crown Road Apartments 51 units	Ground	11 units 3 x 1 bed & 8 x 2 bed
	First	14 units 2 x 1 bed & 12 x 2 bed
	Second	14 units 2 x 1 bed & 12 x 2 bed
	Third	9 units 2 x 1 bed & 7 x 2 bed
	Fourth	3 units - all 2 bed

1.7 In terms of tenure, 33 of the units would be for the private market and 20 units would be for affordable housing. With respect to the affordable units, 15 would be for affordable rent and 5 for shared ownership.

Scale and Height

- 1.8 The proposal would comprise of a main apartment block in the form of a part five, part four and part three storey building up to 18m in height. The tallest element would be adjacent to Derby Road bridge and then this would step down to three storeys then back up to four storeys at the corner point of where Crown Road joins Stanley Road. The proposed building in Darnley Road would be a separate two storey building to follow the scale and height of the existing terrace buildings in the street.

Design and Appearance

- 1.9 The proposed apartment block to be located on the existing Crown Road car park would represent a modern contemporary design whereas the proposed building in Darnley Road would have a more traditional appearance to reflect the terraced houses in the street. Materials and elevational treatments have been designed to reflect the local area and include features such as bay balconies and similar brick types (to existing development).

Amenity Space and Landscaping

- 1.10 To the rear of the proposed apartment block in the Crown Road car park a communal amenity space would be created. This would be landscaped with trees, shrubs and a grass lawn, and would include a play area. A swale, as part of the surface water drainage scheme, would wrap around the border of the play area for collecting and storing rainwater. For the Darnley Road part of the development new trees are proposed along the car park perimeter.
- 1.11 The proposed play space is to be focussed on younger children, under 5's but also 5-11 year olds.
- 1.12 Each apartment would have access to their own balcony amenity space with ground floor units having their own front door access and front garden area (for some of the units). All apartments would have access to the communal amenity space.

Access, Parking and Servicing

- 1.13 Vehicular access to the site is via Darnley Road which currently provides access to Darnley Road car park and a second access to the existing Crown Road car park as well as existing permit holder parking under Derby Road bridge. The proposal would result in the loss of Crown Road car park and reduction in parking spaces at Darnley Road car park to allow for the separate two storey buildings to be

constructed at the northern end of this car park. There would be no vehicle access to either building with access from the existing highway/car park areas.

- 1.14 For pedestrian access, there are multiple entrances to the proposed main building occupying the Crown Road car park part of the site. For the separate two storey building at the northern end of Darnley Road car park the two apartments would have their own dedicated pedestrian access arrangements. The proposal includes two ground floor disabled wheelchair units, one in the Darnley Road apartment block and the other in the Crown Road apartment block.
- 1.15 For parking, Darnley Road car park would be retained and would comprise of 16 car parking spaces plus 1 new disabled parking space nearest to the two storey building, to be constructed at the northern end of this car park. On street, two car club parking spaces would be provided along with another disabled parking space. The proposal would therefore provide 4 car parking spaces, 2 disabled and 2 car club parking spaces. Three of these spaces would be provided on street.
- 1.16 Darnley Road, the section to the east of the Derby Road bridge, would be used for servicing and refuse collections as well as refuse collections from Stanley Road via a new loading bay. Bin stores have been incorporated into the proposed building's design along with external bin stores to the north of the main building's amenity space. Bin stores would be provided adjacent to the ground floor entrance of the first floor apartment for the separate two storey building at the northern end of Darnley Road car park.

2.0 SITE DESCRIPTION

- 2.1 The site is approximately 0.61 hectares and comprises of the Crown Road car park, Darnley Road car park, an access to both car parks and parking areas underneath Derby Road bridge. All car parks are surface levelled car parks. Crown Road car park provides 96 parking spaces for public pay and display parking, Darnley Road provides 29 parking spaces and parking under Derby Road bridge. Both provide a mix of pay and display and permit holder spaces. The permit holder parking is part of the Controlled Parking Zone (CPZ Zone C) and operates Monday to Saturday 9am to 6pm, which also applies for all on-street parking.
- 2.2 Around the boundaries of Crown Road car park are areas of limited vegetation including a small number of trees. An access road provides access from the Darnley Road area to both car parks, although the main entrance to Crown Road car park is via its south eastern entrance onto the roundabout junction where Crown Road and Stanley Road meet.

2.3 Both car parks are located adjacent to each other to the south of Darnley Road and west of Stanley Road. Directly along Crown Road car park's northern boundary is a single-track private access serving the rear gardens of properties in Darnley Road. Crown Road runs along the southern site boundary with the C2C railway line directly to the south of it. To the west of the site is the Derby Road bridge. The areas to the north, east and south of the railway line are predominantly residential but to the west is Grays town centre and the two transport hubs of Grays railway station and the bus station.

3.0 RELEVANT PLANNING HISTORY

3.1 None relevant to this proposal.

4.0 CONSULTATION 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 public site notice which has been displayed nearby.

6 objections received raising the following concerns:

- Additional traffic
- Loss of amenity
- Overlooking property from 4 and 3 storey heights
- Access to site
- Environmental pollution
- Litter/smells
- Materials unacceptable
- Out of character
- Possible excessive noise from increased traffic and vibration
- Wind vortex altered by 5/4/3 storey building
- Loss of light to existing properties
- Not enough detail about affordable housing
- New building is unsympathetic
- Traffic management underestimates present difficulties
- Parking loss a major impact on businesses, shops, commuters, residents and religious venues
- Increased need for parking

- Hedgerows removed
- Carbon footprint increases with build
- Pollution adds to health issues in Grays
- Reduction in people's quality of life
- Car parks are not underused as stated in the applicants documents

4.3 ANGLIAN WATER:

No objection subject to a planning condition requiring a surface water management strategy to be approved.

4.4 EDUCATION:

No objection subject to a financial contribution of £98,642.93 based on the development providing a policy compliant level of affordable housing (35% of the development) to meet additional demand towards primary school education in the area as primary schools in the planning area are at or are already at capacity. There is no requirement for financial contributions towards secondary and nursery level education based on current data.

4.5 EMERGENCY PLANNER:

No objection.

4.6 ENVIRONMENTAL HEALTH:

No objection subject to planning conditions requiring a dust management plan for air quality reasons, for noise mitigation to be implemented as per the applicant's Noise Impact Assessment and a Construction Environmental Management Plan, which shall also include the need for a watching brief for contamination.

4.7 ESSEX POLICE ARCHITECTURAL LIAISON:

Boundary treatment of the development together with arrangements for existing permit parking holder spaces beneath Derby Road bridge should be agreed.

4.8 ESSEX FIRE SERVICE:

No objection as access is satisfactory for the fire service. Further considerations will be subject to the Building Regulations.

4.9 FLOOD RISK ADVISOR:

No objection subject to a condition requiring surface water drainage details to be approved.

4.10 HIGHWAYS:

No objection subject to conditions and a S106 agreement as explained below:

There had been initial concerns regarding the impact of the development on the surrounding highway network, particularly in relation to PMD8 Parking Standards and PMD9 Road Network Hierarchy. The applicant has, however, provided additional mitigation measures that would now comply with these policies; being no longer severely adversely affecting the network. These measures include financial contributions towards the Council extending the day and times of operation of the controlled parking zone to 24 hour use (£25,000), the provision of car club vehicles to mitigate the harm from a zero-parking provision for the development (£75,000), improved lighting and CCTV surveillance to the parking area underneath Derby Road bridge (£240,000) as S106 requirements, along with the requirement to enter into a S278 agreement for works on the highway for the parking spaces. This would make the development compliant with the Council's Adopted Parking Strategy (2022). The development would meet the minimum requirements of policy to be considered acceptable in highways terms.

4.11 HEALTH AND SAFETY EXECUTIVE:

No comments because the height of the development is below the 18m and 7 storey threshold as set out in the PPG.

4.12 LANDSCAPE AND ECOLOGY ADVISOR:

No objection on landscape and ecology grounds subject to the payment of the Essex Coast RAMS tariff of £8,308.29.

4.13 NETWORK RAIL:

No objections but request that informatives be added to any permission regarding the future construction works to ensure no impact to railway land/assets.

4.14 NHS ENGLAND:

No objection subject to a financial contribution of £27,400 towards additional health services arising from the needs of the development.

4.15 URBAN DESIGN OFFICER:

No objection and the revised plans with reduced parapets and railings would match the proposed balconies, this helps to reduce the massing of the building and overshadowing. Recommend conditions regarding materials to be agreed.

4.16 WASTE OFFICER:

No response.

5.0 POLICY CONTEXT

5.1 National Planning Policy Framework

The original NPPF was published on 27th March 2012 with the most recent revision dated 19 December 2023. Paragraph 11 of the Framework sets out a presumption in favour of sustainable development. This paragraph goes on to state that for decision taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date¹, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed²; or
 - ii any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

1 This includes, for applications involving the provision of housing, situations where: (a) the local planning authority cannot demonstrate a 5 year supply (or a 4 year supply), if applicable, or (b) where the Housing Delivery Test indicates that the delivery of housing was below 75% of the housing requirement over the previous 3 years

2 The policies referred to are those in this Framework relating to: habitats sites and/or SSSIs, land designated as Green Belt, Local Green Space, AONBs, National Parks, Heritage Coast, irreplaceable habitats, designated heritage assets and areas at risk of flooding or coastal change.

The NPPF sets out the Government's planning policies. Paragraph 2 of the NPPF 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. The following chapter headings and content of the NPPF are particularly relevant to the consideration of the current proposals:

- 2. Achieving sustainable development
- 4. Decision-making
- 5. Delivering a sufficient supply of homes
- 8. Promoting healthy and safe communities
- 9. Promoting sustainable transport
- 10. Supporting high quality communications infrastructure
- 11. Making effective use of land
- 12. Achieving well-designed and beautiful places
- 14. Meeting the challenge of climate change, flooding and coastal change

5.2 Planning Policy 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 a range of subject areas, with each area containing several subtopics. Those of particular relevance to the determination of this planning application comprise:

- Air Quality
- Climate change
- Design: process and tools
- Determining a planning application
- Effective use of land
- Fees for planning applications
- Fire safety and high rise residential development
- First Homes
- Flood Risk and Coastal Change
- Healthy and safe communities
- Housing and economic land availability assessment
- Housing and economic needs assessment
- Housing needs of different groups
- Housing for older and disabled people
- Housing: optional technical standards
- Housing supply and delivery
- Light pollution
- Natural Environment
- Noise

- Open space, sports and recreation facilities, public rights of way and local green space
- Planning obligations
- Renewable and low carbon energy
- Transport evidence bases in plan making and decision taking
- Travel plans, transport assessments and statements in decision-taking
- Use of Planning Conditions

5.3 Local Planning Policy Thurrock Local Development Framework

The “Core Strategy and Policies for Management of Development” was adopted by Council on the 28 February 2015. The following policies apply to the proposals:

OVERARCHING SUSTAINABLE DEVELOPMENT POLICY

- OSDP1 (Promotion of Sustainable Growth and Regeneration in Thurrock)

SPATIAL POLICIES

- CSSP1 (Sustainable Housing and Locations)
- CSSP2 (Sustainable Employment Growth)
- CSSP3 (Infrastructure)

THEMATIC POLICIES

- CSTP1 (Strategic Housing Provision)
- CSTP2 (The Provision of Affordable Housing)
- CSTP7 (Network of Centres)
- CSTP8 (Viability and Vitality of Existing Centres)
- CSTP11 (Health Provision)
- CSTP12 (Education and Learning)
- CSTP13 (Emergency Services and Utilities)
- CSTP14 (Transport in the Thurrock Urban Area)
- CSTP18 (Green Infrastructure)
- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)
- CSTP25 (Addressing Climate Change)
- CSTP26 (Renewable or Low-Carbon Energy Generation)

POLICIES FOR MANAGEMENT OF DEVELOPMENT

- PMD1 (Minimising Pollution and Impacts on Amenity)
- PMD2 (Design and Layout)

- PMD3 (Tall Buildings)
- PMD5 (Open Spaces, Outdoor Sports and Recreational Facilities)
- PMD7 (Biodiversity, Geological Conservation and Development)
- PMD8 (Parking Standards)
- PMD9 (Road Network Hierarchy)
- PMD10 (Transport Assessments and Travel Plans)
- PMD12 (Sustainable Buildings)
- PMD13 (Decentralised, Renewable and Low Carbon Energy Generation)
- PMD15 (Flood Risk Assessment)
- PMD16 (Developer Contributions)

5.4 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. In December 2018 the Council began consultation on an Issues and Options (Stage 2 Spatial Options and Sites) document, this consultation has now closed and the responses have been considered and reported to Council. On 23 October 2019 the Council agreed the publication of the Issues and Options 2 Report of Consultation on the Council's website and agreed the approach to preparing a new Local Plan. In December 2023 the Council began the Initial Proposals Consultation (Regulation 18) following agreement at Full Council.

5.5 Thurrock Design Strategy

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.

5.6 Grays Town Centre Studies (non planning studies)

2013 – The Council's 'Vision for Grays'

2016 – 'Grays Development Framework'

2017 – 'Grays Town Centre Framework' sets out a framework for the physical and social regeneration of Grays Town Centre with a vision for the future.

2020 – the 'Grays Future High Street Fund Business Case'

2023 – Grays Town Centre Study

2023 – Grays Town Centre Transport Study

6.0 ASSESSMENT

6.1 The material considerations for this application are as follows:

- I. Principle of the Development
- II. Housing Land Supply, Need, Mix and Affordable Housing
- III. Parking, Access and Traffic Impact
- IV. Design and Layout and Impact upon the Area
- V. Living Conditions and Amenity Space
- VI. Open Space, Landscaping and Trees
- VII. Ecology and Biodiversity
- VIII. Flood Risk and Drainage
- IX. Air Quality and Noise
- X. Effect on Neighbouring Properties
- XI. Energy and Sustainable Buildings
- XII. Viability and Planning Obligations
- XIII. Sustainability
- XIV. Other Matters

I. PRINCIPLE OF THE DEVELOPMENT

- 6.2 The site is designated in the Grays Town Centre Area on the LDF Proposals Map but is shown as 'white land', meaning that there are no specific land use designations for the site. Given this is the case there would be no planning policy objections to the site being redeveloped for another use, and in this instance, residential use of an existing town centre site. Re-use of previously developed land within urban areas would accord with the requirements of paragraph 124 of the NPPF and paragraph 90 of the NPPF recognises residential uses can play an important role in a town centre at appropriate sites, such as this one.
- 6.3 Outside of the planning policy framework, and since the LDF was adopted, the Council has had a long-held ambition to introduce more mixed uses within Grays town centre to introduce an evening economy and introduce residential development in appropriate locations. To assist the Council's future vision for the town centre a number of studies have been produced. Most relevant to this site is the Grays Town Centre Framework (2017) which identifies the site as a 'development opportunity site' and one for 'residential use' requiring an 'active street frontage'. The Grays Town Centre Framework explains the vision for the town centre to improve connectivity to the river; support residents, students and businesses; and introduce more mixed uses for an evening economy along with retail community, leisure, cultural and residential uses. In addition to this, the Grays Town Centre Study is the most recent study from 2023 and makes reference to the '*potential to provide a mix of new residential development in and on the edge of the town centre*'. Both these studies provide the most up to position regarding the

Council's vision for the town centre, but both are not planning policy documents or SPD/SPG, therefore they cannot be afforded any weight but can be viewed as a guide.

- 6.4 It is considered that the proposed redevelopment of this site for residential purposes would be acceptable in principle.

II. HOUSING LAND SUPPLY, NEED, MIX AND AFFORDABLE HOUSING

- 6.5 The proposal is for residential development and there is a housing need within the Borough as the Council cannot, at present, demonstrate an up-to-date five-year housing land supply to comply with the requirements of paragraph 74 of the NPPF. Therefore, for housing developments in the Borough, the titled balance of the presumption in favour of sustainable development as set out in paragraph 11d of the NPPF applies.
- 6.6 Paragraph 80 of the NPPF requires local planning authorities to monitor progress in building out sites which have permission and where the Housing Delivery Test indicates that delivery has fallen below 95% of the local planning authorities housing requirement over the previous 3 years, an action is required to increase delivery. The Council's Housing Delivery Test Action Plan (HDTAP) was published in August 2019 and identifies a housing delivery shortfall of 309 homes over the three previous financial years up until 2017/18. One of the priorities identified in the HDTAP for the Council is to consider opportunities for development at a higher density in urban areas (paragraph 4.6 of the HDTAP), which is applicable here with a density range of 86 dwelling per hectare which is more than the density range of 30-70 dwellings per hectare in policy CSTP1. Re-use of previously developed land within urban areas for meeting housing supply is considered more appropriate for future housing development, reduces the risk of the potential loss of Green Belt within the Borough and would accord with the requirements of paragraph 124 of the NPPF.
- 6.7 Policy CSTP1 requires the dwelling mix for new residential developments to be provided in accordance with the latest housing need assessments. In June 2022 the South Essex Housing Needs Assessment (HNA) was published and is relevant to consideration of future planning applications. It is also an evidence-based document to inform the preparation of the new Local Plan and replaces the May 2016 Strategic Housing Marketing Assessment (SHMA) and the update SHMA Addendum (May 2017). The HNA sets out the housing need and mix requirements for the Borough but also the wider area of South Essex. For Thurrock the HNA identifies the need for 2 and 3 bedroom units for the housing market. For affordable housing there is a housing need, particularly for 1 and 2 bedroom units. The proposed housing mix would therefore meet the needs of the HNA and therein the dwelling mix requirements of policy CSTP1.

- 6.8 For affordable housing, policy CSTP2 seeks to achieve 35% of the development to be allocated for affordable housing and paragraph 65 of the NPPF requires 'at least 10% of total number of homes to be available for affordable home ownership'. The proposal would provide 1 and 2 bedroom units to meet the HNA for Thurrock and would provide 20 affordable units out of the 53 proposed which equates to 37% affordable housing provision from the proposed development. The tenure of the affordable housing provision would be 15 for affordable rent and 5 for shared ownership, which is acceptable. The proposal meets the requirements of policy CSTP2, and the affordable housing would be secured as a planning obligation through a S106 legal agreement.

III. PARKING, ACCESS AND TRAFFIC IMPACT

- 6.9 Policies CSTP14, PMD8, PMD9 and PMD10, and chapter 9 of the NPPF promote sustainable transport opportunities including walking and cycling, ensuring access is maintained or improved, requiring the consideration of traffic impacts and ensuring parking is provided in accordance with adopted standards. The Grays Town Centre Framework also recognises the need for improvements for movement, connectivity and access around the town centre and links to the river, as well as maximising the amount of people living within walking distance of shops, services and transport links. The Grays Town Centre Transport Study advises on amending parking standards and reducing long stay parking in the town centre.

Loss of Parking and the Proposed Parking Strategy

- 6.10 One of the first considerations for this proposal is the loss of car parking from Crown Road and Darnley Road car parks. The site is not protected for car parking use through any local planning policy designations. Crown Road car park currently has a capacity for 96 parking spaces and Darnley Road car park has a capacity for 29 parking spaces, 125 spaces in total. Both are public car parks that provide 'pay and display' parking during the daytime 9am to 6pm Monday to Saturday and Darnley Road also allows for permit holder parking for Controlled Parking Zone (CPZ) C. Also within the site area are 24 parking bays underneath Derby Road bridge and on street parking that are further permit holder parking spaces for the CPZ. These car parking spaces would be retained as existing and unaltered. The proposal would lead to the loss of Crown Road car park (96 parking spaces) and the loss of 12 parking spaces from Darnley Road car park, 108 car parking spaces lost in total.
- 6.11 Policy PMD8 requires new developments to comply with the Council's Parking Design and Development Standards (February 2022) this applies to all vehicles and cycle parking. Paragraph 111 of the NPPF advises on setting parking

standards. The Council’s Parking Design and Development Standards (February 2022) identify the following parking requirements for flatted development:

Use & Accessibility	Car Vehicle Parking Requirement	
	High Accessibility	Medium Accessibility
C3 Dwelling – Flats:	0 – 1 spaces per dwelling	1 – 1.5 spaces per dwelling
For Visitor Parking	0.5 spaces per dwelling	

6.12 For High Accessibility areas, the criteria defines this as within 500m walking distance of a rail station (with existing or new safe walking provision); or 500m walking distance of a designated Town Centre (with existing or new safe walking provision); and within an established Controlled Parking Zone with hours of operation that covers evening and weekend controls. In terms of the criteria, the site is within 500m walking distance of the Grays rail station and Grays town centre. The site is also within an established Controlled Parking Zone (CPZ) Zone C, however this only operates its restrictions from Monday to Saturday 9am to 6pm so importantly this does not cover evenings nor all of the weekend. As a result, this location cannot be considered as High Accessibility criteria based on the adopted Parking Standards. Instead, as advised by the Council’s Highway Officer, the site currently falls within a Medium Accessibility area and therefore the 1-1.5 car parking spaces per dwelling applies as required by the Parking Standards.

6.13 In addition to the Parking Standards paragraph 2 of policy PMD8 is relevant to this application for this town centre location as it states that:

‘...in other parts of the Thurrock Urban Area where the Council considers the potential substantial modal shift is clearly demonstrated by the Transport Assessment/Statement and Travel Plans, the reduced maximum standard for non-residential car parking and reduced minimum standards for residential car parking will be applied. Where the reduced standards are applied, the Council will require developer contributions to support the development of controlled parking zones, the enforcement of parking restrictions and car-free living, and other measures to reduce inappropriate on-street parking’.

6.14 The application includes a Transport Statement (TS) which considers the modal shift. The TS states that 16 parking spaces would be retained in Darnley Road car park plus the provision of one new disabled space would be provided through this development. On street, another disabled space would be provided along with 2 car club spaces, so in total 4 car parking spaces would be provided for this development.

- 6.15 The TS states that 1 of the 4 spaces to be provided would have active charging infrastructure for electric vehicles and is anticipated that all spaces would have electric charging infrastructure installed for future use. The TS states that residents and visitors would still be able to use spaces via pay display and/or Controlled Parking Zone permits. The TS considers the proposal based on the Council's High Accessibility criteria of the adopted Parking Standards.
- 6.16 In support of the approach taken within the applicant's TS a Car Park Assessment has been undertaken to demonstrate why a 'car free' development is being provided and this considers the following:
- Site location and local amenities
 - Nearby developments
 - Policy context
 - Local car or van availability data
 - Travel to work patterns
 - On-street parking stress surveys
 - Grays public car parks utilisation
 - Car club benefits
 - Changing travel habits, and
 - Measures to mitigate the parking proposals.
- 6.17 In summary of the above, the TS considers that for this site and location there are 24 parking spaces underneath Derby Road bridge immediately adjacent to the site and that the permit holder parking is only in place Monday to Saturday 9am to 6pm, so outside of these times this area can be used for car parking. That future developments in the area would need fewer parking provision, because this is a town centre location. That the national and emerging local policy context promotes sustainable transport and the reduced need for private vehicle ownership, which would also help address climate change. That the Census data for this ward area shows lower car and van ownership than the rest of Thurrock and shows a downward trend for this location, which the TS considers is a reason why the maximum parking standards need not apply here. That Census data shows that travel to work patterns show that 18% of existing residents of Thurrock work in inner London and 66% of those use public transport, to show the reduced need for car ownership. That changing travel habits during and since the Covid-19 pandemic with more people working from home and less commuting and need for car ownership.
- 6.18 Furthermore, on-street parking surveys were undertaken on two weekdays in 2021 and this shows overnight availability within the site's vicinity and using the Census data the TS states the demand is likely to be for approximately 40 parking permits

in total. The TS says the parking demand from this proposed development can be accommodated on-street given the 72 available parking spaces identified through the on-street parking surveys. For the Grays public car parks, the TS refers to parking surveys undertaken in June 2018. For Darnley Road car park utilisation, the car park did not exceed 83% (24 spaces) any time of the day and the surveys showed this car park was mostly used at night, probably from residents in the Controlled Parking Zone (CPZ) Zone C. For Crown Road car park utilisation, the car park did not exceed 47% (45 vehicles) during the day, and, at its peak parking demand there were still 34 spaces available. The TS states that the surveys demonstrate that there is still spare capacity in the two car parks.

- 6.19 To mitigate the development in terms of parking demand, two approaches are proposed by the applicant, within the site and off site.
- 6.20 Within the site area, 2 car club and 2 disabled car parking spaces, 3 of these being on-street spaces. The TS states that the proposed 2 car club spaces provide a cost-effective alternative to the expense of individual car ownership and reflects changing travel demands for younger generations. The TS also suggests car clubs reduce the need for parking provisions with new development. The Council's Highways Officer identifies that the adopted Parking Standards recognise the benefits of car clubs and the 2 spaces for a car club and 2 disabled spaces would meet this part of the Parking Standards, along with the environmental benefits of less car parking spaces from a car club use.
- 6.21 For off-site, the TS identifies three measures, and these include reducing the normal number of parking permit entitlement, revisions to the Controlled Parking Zone and re-purposing surrounding public car parks. In terms of parking permit entitlement, the Council's current policy allows each dwelling to apply for up to a maximum of 3 permits per household. The TS identifies that the proposal is to limit this to 1 permit per dwelling for the proposed development. However, the applicants offer of controlling parking permits goes beyond planning as the planning application cannot prevent or limit people applying for more than 1 parking permit, it sits outside of planning. The second measure offered by the applicant is a financial contribution towards the costs of consulting and implementing an extension to the Controlled Parking Zone C to restrict proposed residents from parking on the local highway network, or, as an alternative, to provide a smaller Controlled Parking Zone in the vicinity of the site with longer operating periods, this is assessed below. The third measure is to consider repurposing existing public car parks across Grays to allow for permit holder parking as the surveys showed spare capacity throughout the daytime and evening periods at car parks in the town centre. This is not clear and precise mitigation and has not been identified through the Council's Highway Officer's consultation response as required mitigation.

- 6.22 In assessing the parking position and the mitigation identified, the Council's Highways Officer has considered the parking position with the scheme and the Council's Highways Officer recognises the mitigation put forward and considers the general approach to be sufficient to overcome the initial concerns regarding the lack of proposed parking. This is because paragraph 2 of policy PMD8, as identified above, allows for reduced minimum standards to apply where evidence has been demonstrated within Transport Statements, which is the case here. The policy allows for reduced standards to apply but *'requires developer contributions to support the development of controlled parking zones, the enforcement of parking restrictions and car-free living, and other measures to reduce inappropriate on-street parking'*. To mitigate the impact of the development, the Council's Highways Officer requires an extension of the day and times of the Controlled Parking Zone for 24-hour use, which would put this location into the High Accessibility area criteria of the Parking Standards. The proposal to amend the Controlled Parking Zone requires a process outside of the scope of this planning application and requires a consultation process with the public. Changes to the Controlled Parking Zone would be taking place after planning permission has been granted.
- 6.23 The Council's Highways Officer also requires the provision of a car club vehicle scheme and is seeking improvements to the current parking arrangements underneath Derby Road bridge to make it more secure and accessible with improved lighting and CCTV cameras.
- 6.24 Overall, in summary on parking grounds, the Council's Highways Officer has no objection to the application which follows the planning policy criteria of paragraph 2 of policy PMD8 and requires revisions to the existing Controlled Parking Zones and other mitigation as identified. It is considered that the application is acceptable on parking grounds having regard to policy PMD8 and the guidance within the NPPF.

Cycle Parking

- 6.25 The Council's adopted Parking Design and Development Standards for flats in High Accessibility areas require 1 secure and covered cycle parking space per dwelling. The applicant's Planning Statement explains that 53 secure and covered cycle parking spaces would be provided. In addition, 54 cycle parking spaces for visitors to the site with some covered and others not covered. In total 107 cycle parking spaces would be provided which is acceptable with regard to the Council's adopted Parking Design and Development Standards and policy PMD8.

Access, Servicing and Connectivity

- 6.26 Policy PMD9 seeks to minimise the number of new accesses required onto the highway network and to ensure that new access creation makes a positive

contribution towards highway safety. The proposal would not result in any new vehicle accesses being formed. A vehicle layby would be formed on Stanley Road to the east of the development for refuse vehicles and a turning head would be provided to allow vehicles to turn at the southern end of Darnley Road adjacent to the building that would occupy Crown Road car park. Refuse stores are shown on the plans to be within but also outside of the building in identified locations at the site to allow for access.

- 6.27 The proposed development would create new pedestrian and cycle access points for accessing the building but would also lead to the creation of new footpaths around the building that would occupy the Crown Road car park. Such access points do not exist and this will link with existing footways along roads in the area. A footpath would pass through and allow access to the northern side of the building proposed to occupy the Crown Road car park. Two new pedestrian and cycle access arrangements would be formed for the new building proposed to occupy the northern end of Darnley Road car park.
- 6.28 In terms of connectivity, the site is located in Grays town centre is within 500m of the High Street where there is access to essential shops, services and amenities. Pedestrian and cycle access to the town centre facilities can be via Crown Road or Clarence Road (to the north). Grays railway station is 300m from the site where there are regular rail connections to London and Southend. The bus station is adjacent to the railway station and the bus station is served by 14 different bus routes. In terms of connectivity the site is located in a highly accessible location.

Traffic Impact

- 6.29 Policy PMD10 requires Transport Assessments to accord with relevant transport guidance and paragraph 113 of the NPPF requires planning applications to be supported by Transport Assessments so that the likely impacts of the proposal can be assessed. Paragraph 104 of the NPPF requires the impact of development on transport networks to be addressed and paragraph 115 of the NPPF identifies that development should only be prevented or refused on highway grounds if there is a 'severe' impact upon the road network.
- 6.30 In terms of trip rates, the TS shows the proposed development would generate an indicative total person trip generation of 32 and 34 two-way trips in the AM and PM peak periods respectively. This includes a relatively low level of 8 additional trips in the AM peak and 9 in the PM peak, and even in lower for bus trips. There would also be additional pedestrian and cycle trips generated. Based on this information the TS considers the proposed development would have negligible impact on the public transport and active travel networks, and a reduced impact upon the highway

network when compared to the existing car park uses whilst having regard to the policies listed above.

Conclusion to this section

- 6.31 The assessment of the loss of parking, access, traffic impacts, connectivity and mitigation measures have been subject to consultation and discussions throughout the lifetime of this planning application. The Council's Highway Officer considers that a number of planning conditions and planning obligations are necessary to mitigate the impact of the development. Overall, the access, traffic impacts, connectivity, parking and mitigation measures are considered acceptable with regard to the relevant policy and the NPPF/PPG tests/considerations. Where identified the mitigation measures can be secured through planning obligations through a S106 legal agreement and planning conditions where identified.

IV. DESIGN AND LAYOUT AND IMPACT UPON THE AREA

- 6.32 Policies CSTP22, CSTP23 and PMD2 are relevant along with the guidance within the NPPF/PPG. In addition, the Thurrock Design Strategy was adopted as a supplementary planning document (SPD) and endorsed as a material consideration in the determination of planning applications in March 2017.
- 6.33 Prior to the submission of the planning application the proposed development was subject to a Design Review in November 2022. The applicant's Design and Access Statement demonstrates that various iterations to the design of the proposed development along with the comments from the Design Review were considered as part of the submission of this application.

Layout

- 6.34 The proposed layout of the development on the Crown Road car park would introduce development to form a new streetscene with front elevations of the building fronting onto Crown Road and Stanley Road in an 'L' shaped block. A good-sized communal amenity space would be provided to the rear of this building and the enclosed nature of the building would help provide safety and security to the communal amenity space for the benefit of its users. The layout shows a footpath through the northern part of this location for access to the communal amenity area and for rear access to the building.
- 6.35 The layout for the Darnley Road building would result in the siting of the building at the northern end of the car park with the principal elevation facing into Darnley Road adjacent to the terraced houses in the road.

- 6.36 Overall, there are no objections to the proposed layout of this development with regards to policies CSTP22 and PMD2.

Scale and Height

- 6.37 Policy PMD3 for tall buildings of more than six storeys high or a height of two storeys above the prevalent form of development requires an assessment against the *Criteria for Evaluation* set out in *Section 4 of the CABE/English Heritage publication 'Guidance on Tall Buildings' (2007)*, or latest version. Whilst within the immediate vicinity of the site there are two storey buildings to the north and east, the Derby Road bridge and multi-storey car park and shopping centre provide taller structures to the west, along with the Council Offices and Pullman Court buildings. The proposed development is up to a maximum of five storeys in height. Therefore, it is considered that the criteria of this policy would not apply.
- 6.38 The proposal would comprise of the main apartment block of a part five, part four and part three storey building up to 18m high on the location of the existing Crown Road car park. The proposal would represent a significant change to this part of the town centre from the current surface level car park. The layout of this part of the proposed development means the tallest element would be adjacent to Derby Road bridge and this would then step down to three storeys then back up to four storeys at the corner point of where Crown Road joins Stanley Road. The scale and height of the proposed building to occupy the existing Crown Road car park is considered acceptable in this context.
- 6.39 The proposed building in Darnley Road would be a separate two storey building to follow the scale and height of the existing terrace buildings in the street and would 'bookend' the western end of the road.
- 6.40 Overall, there are no objections to the proposed scale and height of this development with regard to policies CSTP22 and PMD2

Design and Appearance

- 6.41 The proposed apartment block would represent a modern contemporary design and would represent a change in comparison to the nearby traditional two storey terraced houses in the area. Nevertheless, the proposed design of the building has been carefully considered not only in layout and scale terms but also in its design and appearance in this location. The stepping arrangement of the design helps break up the bulk of the building and allow for the façades to turn the corner to front the streetscene of Crown Road and Stanley Road.

- 6.42 The proposed building in Darnley Road would have a more traditional appearance to reflect the proportions and form of the existing terraced houses in the street along with front boundary treatment.
- 6.43 Materials and elevational treatments have been designed to reflect the local area and include features such as bay balconies and similar brick types (to existing development).
- 6.44 Overall, there are no objections to the proposed design and appearance of this development with regard to policies CSTP22 and PMD2

Impact upon the area

- 6.45 Within the immediate vicinity of the site are two storey traditional terraced houses to the north and east, to the south of Crown Road is the railway and to the west is the Derby Road bridge which has a significant impact upon this location. With regard to the impact upon the area it is considered that from the plans and the Design and Access Statement the layout, scale, height, design and appearance of the proposed buildings would appear acceptable in this location having regard to the existing character and appearance of the area and the wider town centre. The Council's Urban Design Officer raises no objections.

Conclusion to this section

- 6.46 Overall, having regard to the above assessment, the indicative layout, scale, design and appearance of the proposed development would be acceptable having regard to policies CSTP22, CSTP23 and PMD2, and the guidance contained within the NPPF and PPG.

V. LIVING CONDITIONS AND AMENITY SPACE

- 6.47 Consideration is given to the future living conditions and amenity space to be provided for these units in regard to Annex 2 of the 'saved' BLP, and policies PMD1 and PMD2.
- 6.48 In terms of living conditions for future residents, the internal layout of the apartments has been carefully considered. A couple of the apartments in the proposed building on the existing Crown Road car park benefit from a dual aspect outlook but there are also a small number of apartments with a single aspect outlook. A few apartments at the lower levels of the building on the rear elevations of the building which could suffer a lack of sunlight as identified in the applicant's Daylight and Sunlight Assessment where a few rooms would not achieve the sunlight target due to the rooms all facing either west or north and east facing,

however, the majority of rooms would meet the sunlight exposure requirements of the BRE guidance. There are no issues with regard to outlook and daylight for the proposed development at the Darnley Road car park location.

- 6.49 For amenity space considerations each apartment would have a balcony, some with multiple balconies as well as access to the communal amenity space to the rear of the building for those units within the Crown Road car park part of the site. The proposed development at the Darnley Road car park location would have balconies and some incidental amenity space surrounding the building. For amenity space considerations this is considered acceptable with regard to policy PMD2 and 'saved' Annex 1 of the Borough Local Plan. In addition, future occupiers would also have easy access to Grays Town Park, which is close to the site.

VI. OPEN SPACE, LANDSCAPING AND TREES

- 6.50 Policies CSTP18, CSTP20, PMD2 and PMD5, along with paragraphs 135 and 136 of the NPPF are relevant to this consideration.
- 6.51 To accord with the requirements of policies CSTP20 and PMD5, sports and recreational opportunities should be provided, including children's play space. When compared to the current car parks at the site the proposal would introduce an enclosed communal amenity space including children's play space, cycle storage, outdoor seating areas and a detailed landscaping scheme for those units within the Crown Road car park part of the site. The exact details of this will need to be agreed through condition but the applicant's Landscape Strategy demonstrates a range of hard and soft landscaping including tree planting along with examples of children's play equipment. In addition to the details the future maintenance of this area shall need to be agreed through planning conditions.
- 6.52 The applicant's Arboricultural Report confirms there are a number of trees around the edges of the car parks and none of these trees are subject to Tree Preservation Orders (TPOs). The applicant's Arboricultural Report identifies that 8 trees would need to be removed to make way for the development, but this is not considered to be a significant issue as a detailed landscaping scheme is proposed including replacement tree planting.
- 6.53 The Council's Landscape and Ecology Advisor raises no objections to the proposed landscaping and the proposal is considered acceptable with regard to the open space and landscape provision having regard to policies CSTP20 and PMD5.

VII. ECOLOGY AND BIODIVERSITY

- 6.54 Policies CSTP19 and PMD7 are relevant along with the guidance and paragraphs of the NPPF/PPG for ecology and biodiversity.

On site ecology/biodiversity

- 6.55 The site consists of mainly hardstandings and made ground with only small areas of grassland, hedgerows and shrubs and trees around the boundaries of the car parks. The applicant's Preliminary Ecological Appraisal states that only the hedgerows, shrubs and trees would support nesting birds and potential roosting and foraging bats. The applicant's report recommends these should be retained, although the applicant's Arboricultural Report identifies that eight (8) trees would be removed but a detailed landscaping scheme would provide more landscaping than there is currently at the site, so, this would lead to improved ecology and biodiversity opportunities at the site. The proposal would lead to native planting schemes, enhanced landscaping and features for ecology to thrive, such as bug hotels.
- 6.56 The Council's Landscape and Ecology Advisor raises no objections on ecology and biodiversity grounds. Full details of the landscaping scheme will need to be secured through a planning condition.

Habitat Regulations Assessment

- 6.57 The site is within the Essex Coast Recreational Avoidance Mitigation Strategy (RAMS) zone of influence and the proposed development falls within the scope of the RAMS as relevant development. It is the Council's duty as a competent authority to undertake a Habitats Regulations Assessment (HRA) to secure any necessary mitigation and record this decision within the planning documentation. Any new residential development has the potential to cause disturbance to European designated sites and therefore the development must provide appropriate mitigation. This is necessary to meet the requirements of the Conservation of Habitats and Species Regulations 2017. Without mitigation the proposed development is likely to have a significant effect on the Thames Estuary and Marshes Special Protection Area.
- 6.58 To avoid the developer needing to undertake their own individual Habitat Regulations Assessment the Essex Local Planning Authorities within the Zones of Influence have developed a mitigation strategy to deliver the measures to address direct and in-combination effects of recreational disturbance on SPA. A tariff to fund the mitigation, which is payable for all additional new units is currently set at £156.76 per unit.

- 6.59 For this application the Council's Landscape and Ecology Advisor has undertaken the Habitat Regulation Assessment for the authority and identified that a financial contribution of £8,308.28 is required based on the current tariff applied for RAMS mitigation. For this planning assessment the Habitat Regulation Assessment is acceptable to mitigate the impact of the development.

Conclusion to this section

- 6.60 Subject to the identified landscaping condition and the financial contribution towards the RAMS mitigation being secured there are no objections to the proposal with regard to ecology and biodiversity considerations having regard to policies CSTP19 and PMD7 along with the guidance and paragraphs of the NPPF/PPG.

VIII. FLOOD RISK AND DRAINAGE

- 6.61 Policies CSTP27 and PMD15 are relevant along with paragraphs 165 to 175 of the NPPF and the guidance contained within the PPG for flood risk and drainage considerations.
- 6.62 The site is located in lowest risk flood zone (Flood Zone 1) but a Flood Risk Assessment (FRA) has been submitted which also deals with surface water drainage considerations. As the site is within Flood Zone 1 the Sequential and Exception Tests, as set out in the NPPF and PPG do not need to be applied. The FRA states that ground floor finished floor levels would range from 6.55m AOD to 8.725m AOD. The FRA demonstrates the site would be at a low risk of flooding from all sources and therefore safe from flooding.
- 6.63 In terms of surface water, the proposal would drain into an underground tank via the drainage network around the outside of the buildings. The underground tank would be connected to a new connection at a nearby surface water sewer which is owned and maintained by Anglian Water. It is stated in the applicant's FRA that Anglian Water have confirmed that offsite foul and surface water sewer network has capacity based on the discharge rates stated in the FRA. Anglian Water raise no objections subject to more information being provided through a surface water management strategy condition. The Council's Flood Risk Officer raises no objection subject to a surface water drainage condition.
- 6.64 Overall, the proposal is acceptable with regard to flood risk and drainage subject to mitigation through planning conditions to ensure compliance with policies CSTP27 and PMD15 along with paragraphs 165 to 175 of the NPPF and the guidance contained within the PPG for flood risk and drainage considerations.

IX. AIR QUALITY AND NOISE

- 6.65 Policy PMD1 seeks to safeguard amenity from air and noise/vibration pollution. Paragraphs 190 and 192 of the NPPF are relevant to these considerations.
- 6.66 The site is within an Air Quality Management Area (AQMA) No.1, an area comprising of a number of properties along London Road, Orsett Road and Stanley Road in Grays. The applicant's Air Quality Assessment identifies that the proposal has the potential to increase air pollutants as a result of road traffic exhaust emissions for the operational phase and from dust from the construction phase of the development. To mitigate the impact of air pollutants the applicant's Air Quality Assessment has identified the need for dust controls during the construction phase of the development and this can be secured through a planning condition for a Construction Environmental Management Plan. With regard to air pollutants through road traffic exhaust emissions the applicant's Air Quality Assessment has identified that the level of vehicle movements are predicted to be low and therefore road traffic impacts were predicated to be not significant. The applicant's Air Quality Assessment concludes that the site is suitable for residential development with regard to air quality.
- 6.67 The applicant's Noise and Vibration Assessment has undertaken background noise level checks at the site boundary and this was undertaken in the winter of 2022. A single measurement was undertaken for vibration from passing trains. The applicant's Noise and Vibration Assessment shows that internal noise levels would exceed minimum sound levels (Lowest Observed Adverse Effect Level) during the daytime and night-time for habitable rooms facing the road and railway at the site from passing vehicles and trains. Therefore, mitigation in the form of thermal double-glazed windows and internal ventilation equipment is required to ensure internal living conditions meet the acceptable indoor sound levels. For external sound criteria, the applicant's Noise and Vibration Assessment considers that criteria can be achieved, it should be noted that the design of the development has put the communal external amenity areas to the rear of the building in the location of the existing Crown Road car park. The building therefore acts as a screen to Crown Road and the nearby railway line to reduce noise impact. Each apartment would have access to balconies and verandas with some of these facing south towards the road and railway line and some facing other directions away from Stanley Road and Crown Road.
- 6.68 With regard to vibration, the applicant's Noise and Vibration Assessment has considered short term vibration impacts from passing trains and the impact is found to be below the levels requiring mitigation.
- 6.69 The Council's Environmental Health Officer raises no objection subject to planning conditions requiring a dust management plan for air quality reasons and the

requirement for noise mitigation to be implemented as per the applicant's Noise Impact Assessment. A Construction Environmental Management Plan is also required as a planning condition. Subject to these conditions being imposed the proposed development is considered acceptable with regard to air and noise/vibration considerations and is acceptable with regard to policy PMD1.

X. EFFECT ON NEIGHBOURING PROPERTIES

- 6.70 Policy PMD1 seeks to minimise impacts upon amenity from new development.
- 6.71 The nearest neighbouring properties to this development are the terraced houses closest to the proposed development at the northern end of the Darnley Road car park. The closest dwelling is 22 Darnley Road which is adjacent to the eastern site boundary, and 11 to 15 Darnley Road are located on the northern side of Darnley Road which would face the proposed development at the northern of the Darnley Road car park.
- 6.72 The terraced houses on the southern side of Darnley Road back onto a private accessway and to the south of this accessway would be the proposed development in the location of the existing Crown Road car park. On the eastern side of Stanley Road a row of houses face towards the proposed development on the existing Crown Road car park.
- 6.73 The application includes a Daylight and Sunlight Assessment for assessing the neighbouring surrounding properties using the BRE numerical target for Vertical Sky Component with 188 of the 190 windows proposed within the development meeting the daylight targets and only 3 windows falling marginal short of the target for reasonable values of sunlight. The conclusions of the Daylight and Sunlight Assessment demonstrate the proposed development would not have a material impact upon daylight and sunlight amenity of nearby properties.
- 6.74 Having reviewed the siting, layout, window and door orientation of the proposed two buildings and considered the applicant's Daylight and Sunlight Assessment it is considered that there would not be any significant overlooking, loss of privacy or visual intrusion to the occupiers of the existing neighbouring houses.
- 6.75 The proposed development, and in particular the proposed building on the Crown Road car park, would lead to a change to the appearance of this location with development up to 5 storeys high at its highest point. However, this building has been designed to ensure the highest part is located towards the southern and south-western part of the site, furthest away from nearby neighbouring buildings. The up to 5 storeys height of the Crown Road development would represent a similar height to the existing Derby Road bridge height. It is considered that the built

form of both buildings proposed on the Darnley Road car park and Crown Road car park would not have a detrimental impact upon the occupiers of the nearby buildings.

- 6.76 In comparison to the existing car parks the proposal would lead to a change activity associated with the site from a car park use to residential uses, with some of Darnley Road car park remaining. Therefore, in terms of activity, noise and disturbance the proposal would not lead to any significant issues upon the occupiers of the nearby buildings.
- 6.77 The proposal would not impact upon any nearby businesses nor their activities.
- 6.78 For the reasons stated above the proposed development raises no objections with regard to neighbouring residential amenity having regard to the criteria set out in policy PMD1.

XI. ENERGY AND SUSTAINABLE BUILDINGS

- 6.79 Policy PMD13 requires a minimum of 20% of predicted energy from decentralised and renewable or low carbon sources for all uses associated with the proposed development. Paragraphs 162 and 163 of the NPPF and guidance within the PPG are relevant to the energy and sustainability considerations.
- 6.80 The applicant's Energy and Sustainability assessment states that they are committed to meeting the Council's policies in respect of minimising energy and water consumption, promoting sustainable design and construction techniques and renewable energy use. The details of the exact energy and sustainability systems to be installed can be secured through a planning condition but details within the applicant's Energy and Sustainability assessment identifies that air source heat pumps would be installed within all dwellings for heating and hot water. Solar photovoltaics would be installed on the roof. The feasibility of district heating systems are being considered but the applicant has not confirmed whether this would be installed, the planning condition can capture all energy and sustainability systems post decision. The provision of renewable and low carbon energy sources would achieve the policy requirements of a minimum of 20% energy provision from renewable or low carbon sources.

XII. VIABILITY AND PLANNING OBLIGATIONS

- 6.81 Paragraph 57 of the NPPF sets out the three tests required for planning obligations (as set in regulation 122(2) of the Community Infrastructure Levy Regulations) with all three test needing to be met:
- (a) necessary to make the development acceptable in planning terms;

- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

- 6.82 Policy PMD16 of the Core Strategy indicates that where needs would arise as a result of development the Council will seek to secure planning obligations under Section 106 of the Town and Country Planning Act 1990 and any other relevant guidance. The policy states that the Council will seek to ensure that development contribute to proposals to deliver strategic infrastructure to enable the cumulative impact of development to be managed and to meet the reasonable cost of new infrastructure made necessary by the proposal.
- 6.83 Following changes in legislation (Community Infrastructure Levy Regulations), in April 2015 the Council produced its Infrastructure Requirement List (IRL) which changed the way in which planning obligations through section 106 agreements can be sought. In September 2019 the pooling restrictions were removed through the updated Community Infrastructure Levy Regulations, but the Council continues to maintain the Infrastructure Requirement List (IRL) to provide an up-to-date list of physical, social and green infrastructure to support new development in Thurrock. This list is bi-annually reviewed to ensure it is up to date. The IRL applies a number of different development scenarios.
- 6.84 Through the consultation process a Section 106 is necessary to secure a policy compliant level of affordable housing (35%); a financial contribution of £98,642.93 towards primary school education as primary schools in the planning area are at or are already at capacity; a financial contribution of £27,400 to the NHS towards local healthcare; and a financial contribution of £8,308.29 towards Essex Coast RAMS. There are also three highway contributions required and these are a financial contribution of £25,000 for modifications to the existing Controlled Parking Zone C to allow for 24 hour use, a financial contribution of £75,000 towards the provision of a car club scheme, a financial contribution of £240,000 for improved lighting and CCTV surveillance to the parking area underneath Derby Road bridge, and a £5,000 monitoring fee towards the Council's monitoring and post decision work associated with these planning obligations.

XIII. OTHER MATTERS

- 6.85 With regard to fire safety, since the Grenfell disaster there is now a requirement for a Fire Statement to be submitted with planning applications where new development is proposed to contain two or more dwellings and be 18m high or 7 storeys. In this instance the part 5 storey part of the building ground to highest point is 17.75m high. The PPG guidance is clear that the measurement for fire safety assessment is taken 'from the ground level on the lowest side of a building to the top storey upper floor surface', which when measured from the plans is 13.5m and

is therefore under the 18m high level where the HSE would wish to comment. Further requirements regarding fire safety are dealt with through the Building Regulations which is separate to Planning Legislation so if approved the proposed development would be subject to the Building Regulation requirements. The Essex Fire Service has also confirmed the requirements to meet the Building Regulations.

- 6.86 With regard to land contamination and ground conditions, the Council's Environmental Health Officer raises no objection subject to a Construction Environmental Management Plan, which shall also include the need for a watching brief for contamination.

XIV. SUSTAINABILITY

- 6.87 As part of the planning balance consideration has to be given to the Environmental, Social and Economic objectives as outlined in paragraph 8 of the NPPF with all three needing to be satisfied to achieve sustainable development and for the 'presumption in favour of sustainable development' to apply, as set out in paragraph 11 of the NPPF. It therefore needs to be demonstrated through any future submission that sustainable development is achieved.
- 6.88 For the economic objective, the proposal would create employment opportunities for the construction phase. When the development is occupied new residents would provide household spending within the local economy. The dwellings would provide an opportunity for local people to live and work in this area.
- 6.89 For the social objective, the development would help create a new community at this site. For both the social and economic objective the development would provide dwellings for the area and contribute towards the Council's five year housing land supply
- 6.90 For the environmental objective, the proposed developments would deliver a high-quality designed development. Energy efficient measures are proposed through this application and would also be secured through the Building Regulations. The development would be built to surface water management measures to reduce flooding. The implementation of noise mitigation measures would make the apartments adjacent to the railway habitable for future occupiers. As identified above the site is accessible by a range of transport modes.
- 6.91 It is therefore considered that the development can meet the Environmental, Social and Economic objectives as outlined in paragraph 8 of the NPPF.

7.0 CONCLUSIONS AND REASONS FOR APPROVAL

- 7.1 The proposal would lead to the total redevelopment of one of the town centre car parks, Crown Road car park, and the partial redevelopment of Darnley Road car park for residential development at this edge of town centre site. The introduction of residential development in the town centre has long been a vision of the Council and is identified through the various studies that have been produced since the LDP was adopted. The Grays Town Centre Framework (2017) and the more recent Grays Town Centre Study (2023) both help provide useful guidance to this, but both are evidence-based documents rather than planning policy. However, the NPPF encourages residential development within town centres to supplement existing town centre uses and encourages re-use of existing brownfield land. The principle of the development is therefore acceptable.
- 7.2 One of the key considerations with this application is the loss of parking from all of Crown Road car park and part of Darnley Road car park, however, following careful review of the information submitted the Council's Highway Officer has no objections to the development in this sustainable town centre location subject to mitigation being secured through revisions to the existing Controlled Parking Zone C, the provision of a car club vehicle scheme and improvements to the current parking arrangements underneath Derby Road bridge.
- 7.3 The proposed 53 dwellings would contribute to the Council's Housing land supply needs and would provide a policy compliant level of affordable housing. The proposed would create a high-quality energy efficient designed development and would include a dedicated communal amenity space in the centre of the layout of the development on the former Crown Road car park that would be landscaped providing more greenery and biodiversity to the site.
- 7.4 All other material considerations are considered acceptable having regard to planning policy and where required mitigation can be secured through planning conditions and obligations.

8.0 RECOMMENDATION

- 8.1 To Grant Planning Permission and delegate authority to the Chief Planning Officer to finalise the Section 106 legal agreement and finalise the planning conditions as set out below:
- i) the completion and signing of an obligation under s.106 of the Town and Country Planning Act 1990 relating to the following heads of terms:
 - Provision of 35% of the total units of this development to be for Affordable Housing with the tenure to be 15 for affordable rent and 5 for shared ownership.

- A financial contribution of £98,642.93 to meet additional demand towards primary school education in the area.
- A financial contribution of £27,400 towards additional health care services arising from the needs of the development.
- A financial contribution of £8,308.29 towards the Essex Coast RAMS ecological mitigation.
- A financial contribution of £25,000 for modifications to the existing Controlled Parking Zone C to allow for 24 hours use.
- A financial contribution of £75,000 towards the provision of a car club scheme.
- A financial contribution of £240,000 for improved lighting and CCTV surveillance to the parking area underneath Derby Road bridge.
- The requirement for the applicant to enter into a s278 agreement for works on the highway for the parking spaces.
- A monitoring fee of £5,000 towards the Council’s monitoring and post decision work associated with these planning obligations.

ii) the following planning conditions:

Standard Time Limit

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

Reason: To comply with Section 91(1) of The Town & Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Approved Plans

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

Plan Number(s):		
Reference	Name	Received
14201-DB3-B00-ZZ-DR-A-	Proposed Site Elevations	28th April 2023

20134	Sheet 5 without trees	
14201-DB3-B00-00-DR-A-20001	Location Plan	16th April 2023
14201-DB3-B00-00-DR-A-20005	Existing Site Layout	16th April 2023
14201-DB3-B00-ZZ-DR-A-20124A	Proposed Site Elevations Sheet 5	16th April 2023
14201-DB3-B01-ZZ-DR-A-20872D	Proposed Area Schedules	16th April 2023
210320-GSL-ZZ-XX-DR-C-7001	Proposed Drainage Plan	16th April 2023
14201-DB3-B00-ZZ-DR-A-20130C	Proposed Site Elevations Sheet 1 without trees	27th October 2023
14201-DB3-B00-ZZ-DR-A-20131C	Proposed Site Elevations Sheet 2 without trees	27th October 2023
14201-DB3-B00-ZZ-DR-A-20132C	Proposed Site Elevations Sheet 3 without trees	27th October 2023
14201-DB3-B00-ZZ-DR-A-20133C	Proposed Site Elevations Sheet 4 without trees	27th October 2023
14201-DB3-B00-00-DR-A-20100I	Proposed Site Plan	27th October 2023
14201-DB3-B00-00-DR-A-20110I	Proposed Site Ground Floor Plan	27th October 2023
14201-DB3-B00-00-DR-A-20111H	Proposed Site First Floor Plan	27th October 2023
14201-DB3-B00-02-DR-A-20112H	Proposed Site Second Floor Plan	27th October 2023
14201-DB3-B00-03-DR-A-20113H	Proposed Site Third Floor Plan	27th October 2023
14201-DB3-B00-04-DR-A-20114G	Proposed Site Fourth Floor Plan	27th October 2023
14201-DB3-B00-05-DR-A-20115G	Proposed Site Roof Plans	27th October 2023
14201-DB3-B00-ZZ-DR-A-20120F	Proposed Site Elevations Sheet 1	27th October 2023
14201-DB3-B00-ZZ-DR-A-20121E	Proposed Site Elevations Sheet 2	27th October 2023
14201-DB3-B00-ZZ-DR-A-20122E	Proposed Site Elevations Sheet 3	27th October 2023
14201-DB3-B00-ZZ-DR-A-20123C	Proposed Site Elevations Sheet 4	27th October 2023
14201-DB3-B00-ZZ-DR-A-	Main Communal	27th October 2023

20140C	Entrances	
14201-DB3-B00-ZZ-VF-A-01910	Darnley Rd_3D View from Derby Rd Bridge	27th October 2023
14201-DB3-B00-ZZ-VF-A-01911	Darnley Rd_3D View from roundabout	27th October 2023
14201-DB3-B00-ZZ-VF-A-01912	Darnley Rd_3D View From Darnley Road	27th October 2023
14201-DB3-B02-ZZ-DR-A-20150B B02	GF Flat Window W5 Sunlight Review	27th October 2023
14201-DB3-B04-ZZ-DR-A-20155B B04	GF Flat Window W3_4 Sunlight Review	27th October 2023
24140001-STR-HGN-100-DR-D-00603 REV P2	Cycle parking arrangement long stay	27th October 2023
24140001-STR-HGN-100-DR-D-00601 - REV P5	General Arrangements	27th October 2023
24140001-STR-HGN-100-DR-D-00602 REV P2	Cycle parking arrangement long stay	27th October 2023
24140001-STR-HGN-100-DR-D-00604 REV P2	Refuse store arrangement	27th October 2023
24140001-STR-HGN-100-DR-D-00605 - REV P2	Swept Path Analysis: Refuse Vehicle	27th October 2023
24140001-STR-HGN-100-DR-D-00606 - REV P2	Swept Path Analysis: Refuse Vehicle	27th October 2023
24140001-STR-HGN-100-DR-D-00607 - REV P2	Swept Path Analysis 10m Rigid Vehicle	27th October 2023
24140001-STR-HGN-100-DR-D-00608 - REV P2	Swept Path Analysis 7T Box Van	27th October 2023
24140001-STR-HGN-100-DR-D-00609 - REV P2	Swept Path Analysis: Pumping Appliance	27th October 2023
24140001-STR-HGN-100-DR-D-00610 - REV P2	Swept Path Analysis: Pumping Appliance	27th October 2023
24140001-STR-HGN-100-	Swept Path Analysis:	27th October 2023

DR-D-00611 - REV P2	Pumping Appliance	
D3088-FAB-00-XX-DR-L-1000 PL05	Combined Hard and Soft Landscaping	27th October 2023
24140001-STR-HGN-100-DR-D-00612 - REV P2	Swept Path Analysis HIAB	27th October 2023
24140001-STR-HGN-100-DR-D-00613 - REV P2	Swept Path Analysis: Internal Road Access	27th October 2023
24140001-STR-HGN-100-DR-D-00614 - REV P1	Swept Path Analysis: SDV	27th October 2023
24140001-STR-HGN-100-DR-D-00615 - REV P1	Distance between Refuse Store and Block 3 & 4	27th October 2023

Reason: For the avoidance of doubt and to ensure the development accords with the approved plans with regard to policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Materials

- No development shall commence until written details or samples of all materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. The development shall be carried out using the materials and details as approved.

Reason: In the interests of visual amenity and to ensure that the proposed development is integrated with its surroundings in accordance with policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Secured by Design

- No development above ground level shall commence until details have been submitted to and approved and in writing by the local planning authority that demonstrate how the principles and practices of the Secured By Design 2019 have been incorporated into the design. The Development shall be carried out in accordance with the approved details.

Reason: In the interest of creating safer, sustainable communities in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2015).

Landscaping Strategy

5. Prior to first occupation of the development the Landscape Strategy dated October 2023 and the details shown on drawing number D3088-FAB-00-XX-DR-L-1000 PL05 (the combined hard and soft landscaping plan) shall be implemented in accordance with these details and shall be retained and maintained as such thereafter.

The soft landscape works shall be carried out as approved within the first available planting season (October to March inclusive) following the commencement of the development or prior to first occupation of the development, whichever is sooner. If within a period of five years from the date of the planting of any tree or plant, or any tree or plant planted in its replacement, is removed, uprooted, destroyed, dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or plant of the same species and size as that originally planted shall be planted in the same place, unless the local planning authority gives its written consent to any variation.

The hard landscape works shall be carried out as approved prior to the first occupation of the development hereby approved and retained and maintained as such thereafter.

The play area shall be constructed, completed and available for use prior to the first occupation of any dwelling and shall be retained and maintained as such thereafter.

Reason: To secure appropriate landscaping of the site in the interests of visual amenity and the character of the area in accordance with policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Landscape Strategy - Management and Maintenance

6. Prior to the first occupation of the development details of the future management arrangements for the maintenance of the communal amenity space, play space and landscaping of the site shall be submitted to and approved in writing by the local planning authority. The management details as approved shall be implemented and managed at all times thereafter.

Reason: 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 (2015).

Ecological and Biodiversity Enhancements

7. Prior to the first occupation of the development details of ecological and biodiversity enhancement measures shall be submitted to and agreed in writing by the local planning authority. The details shall be implemented in accordance with the agreed details and shall be maintained at all times thereafter.

Reason: In order to ensure that the interests of ecology and biodiversity or protected species are addressed in accordance with policy PMD7 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Surface Water Drainage Scheme

8. No development shall commence until a surface water drainage scheme for the development, based on the submitted sustainable drainage strategy has been submitted to and approved in writing by the local planning authority. The details shall include:
 - a) Full details of all components of the proposed surface water drainage system including dimensions, locations, gradients, invert levels, cover levels and relevant construction details.
 - b) Supporting calculations confirming compliance with the Non-statutory Standards for Sustainable Drainage, and the agreed discharge rate of 6l/s and the attenuation volumes to be provided.
 - c) Details of the maintenance and management arrangements relating to the proposed surface water drainage system, confirming who will be responsible for its maintenance and the maintenance regime to be implemented.
 - d) Infiltration tests to be carried out in line with BRE 365 for the locations where SUDS are proposed.

The surface water drainage strategy shall be implemented as approved and in accordance with the programme for implementation. The surface water drainage strategy shall then be retained and maintained at all times thereafter.

Reason: To ensure the incorporation of an appropriate drainage scheme and to avoid pollution of the water environment and to minimise flood risk in accordance with policies PMD1 and PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Road layout

9. Prior to the first occupation of the development the proposed modifications to the existing highway network including public roads, all footways and footpaths, and turning spaces shall be implemented, consolidated and surfaced in accordance with the approved plans and to the satisfaction of the Local Planning Authority.

Reason: In the interests of highway safety and the amenities of the occupiers of the development in accordance with policies PMD8 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Parking Provision

10. Prior to the first occupation of the development the vehicle parking areas as shown on drawing number 14201-DB3-B00-00-DR-A-20100I (the proposed site plan) shall be hard surfaced, drained, sealed and marked out as shown on the approved plan. The vehicle parking area(s) shall be maintained and retained in this form at all times thereafter. The vehicle parking area(s) shall not be used for any purpose other than the parking of vehicles that are related to the use of the approved development.

Reason: In the interests of highway safety and to ensure that adequate car parking provision is available in accordance with policies PMD8 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Electric Charging Points

11. Prior to the first occupation of the development details of electric charging provision for the allocated parking spaces shall be submitted to and approved by the local planning authority. The electric charging points shall installed as approved and shall be maintained and retained in this form at all times thereafter.

Reason: In the interests of sustainability and to ensure that adequate car parking provision is available for electric vehicles in accordance with policies PMD8 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Cycle Parking

12. The cycle parking facilities as shown on the as shown on drawing number 14201-DB3-B00-00-DR-A-20100I (the proposed site plan) shall be provided prior to the first occupation of the dwellings and retained for such purposes thereafter.

Reason: To reduce reliance on the use of private cars, in the interests of sustainability, highway safety and amenity in accordance with Policies PMD2 and PMD8 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Noise mitigation measures

13. Prior to the first occupation of the development the noise mitigation measures as identified in the Acoustic Planning Report dated April 2023 shall be installed during the construction of the development and a verification report shall be submitted to and approved by the local planning authority to ensure the measures accord with the requirements of the Acoustic Planning Report dated April 2023. The noise mitigation measures shall then be retained and maintained, where necessary, at all times thereafter.

Reason: To protect the amenities of occupiers from nearby noise sources in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Refuse and Recycling

14. The refuse and recycling storage facilities as shown on in the Design and Access Statement dated October 2023 and drawing number 14201-DB3-B00-00-DR-A-20110I (the proposed site ground floor plan) shall be constructed, completed and be made available for use prior to the first occupation of the development and retained for such purposes at all times thereafter.

Reason: To ensure that refuse and recycling provision is provided in the interests of visual amenity of the area in accordance with policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Renewable and Low Carbon Energy

15. Prior to the first occupation of the development the energy and sustainability measures as detailed in the Energy and Sustainability Statement dated 4 April

2023 shall be implemented, maintained and retained in working order through the lifetime of the development.

Reason: To ensure that development takes place in an environmentally sensitive way in accordance with Policy PMD13 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Communal TV/Satellite

16. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no flat shall be occupied until details of the number, size, external appearance and the positions of the satellite dish(es) shall be submitted to and agreed in writing by the local planning authority prior to the installation of such systems. The agreed communal satellite dish systems shall be installed prior to the residential occupation of the flats and thereafter retained. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification) other than those agreed by way of the above scheme, no additional satellite dish(es) or aerials shall be fixed to the building without the prior written approval of the local planning authority.

Reason: In the interests of visual 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 DPD (2015).

Superfast Broadband

17. The dwellings within the development shall be provided with the means of connecting to superfast broadband. Upon occupation of a dwelling, either a landline or ducting to facilitate the provision of a broadband service to that dwelling from a site-wide network, shall be in place and provided as part of the initial highway works and in the construction of frontage thresholds to dwellings that abut the highway, unless evidence is put forward and agreed in writing by the local planning authority that technological advances for the provision of a broadband service for the majority of potential customers will no longer necessitate below ground infrastructure.

Reason: In order to ensure that suitable infrastructure is provided at the site for the benefit of occupiers, in accordance with paragraph 114 of the NPPF.

Construction Environmental Management Plan (CEMP)

18. No demolition or development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority in writing. The CEMP should contain or address the following matters:
- (a) Hours of use for the construction of the development
 - (b) Hours and duration of any piling operations
 - (c) Vehicle haul routing in connection with construction, remediation and engineering operations
 - (d) Wheel washing and sheeting of vehicles transporting loose aggregates or similar materials on or off site
 - (e) Details of construction any access or temporary access, and details of temporary parking requirements
 - (f) Road condition surveys before demolition and after construction is completed with assurances that any degradation of existing surfaces will be remediated as part of the development proposals.
 - (g) Location and size of on-site compounds (including the design layout of any proposed temporary artificial lighting systems)
 - (h) Details of any temporary hardstandings
 - (i) Details of temporary hoarding
 - (j) Method for the control of noise with reference to BS5228 together with a monitoring regime
 - (k) Measures to reduce vibration and mitigate the impacts on sensitive receptors together with a monitoring regime
 - (l) Dust and air quality mitigation, monitoring and management
 - (m) Water management including waste water and surface water discharge
 - (n) Method statement for the prevention of contamination of soil and groundwater and air pollution, including the storage of fuel and chemicals
 - (o) A Site Waste Management Plan
 - (p) Ecology and environmental protection and mitigation
 - (q) Community liaison including a method for handling and monitoring complaints, contact details for site managers
 - (r) Details of security lighting layout and design, and
 - (s) A procedure to deal with any unforeseen contamination, should it be encountered during development.

Demolition and development on site shall only take place in accordance with the approved CEMP.

Reason: In order to minimise any adverse impacts arising from the construction of the development and to ensure the construction does not materially affect the

free-flow and safe movement of traffic on the highway; in the interest of highway efficiency, safety and amenity, in accordance with policy PMD1 of the Adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development DPD (2015).

Informatives

Network Rail informative: The applicant is advised to contact Network Rail about pedestrian connectivity issues between Derby Road (on the bridge) and Crown Road as well as any impact upon the Network Rail Assets.

Highways Informative: Any works, which are required within the limits of the highway reserve, require the permission of the Highway Authority and must be carried out under the supervision of that Authority's staff. The Applicant is therefore advised to contact the Authority at the address shown below before undertaking such works.

Positive and Proactive Statement

The Local Planning Authority has acted positively and proactively in determining this application and as a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, 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: <http://regs.thurrock.gov.uk/online-applications>

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