

<p>Reference: 16/01582/FUL</p>	<p>Site: C.Ro Ports London Ltd Purfleet Thames Terminal London Road Purfleet RM19 1SD</p>
<p>Ward: West Thurrock and South Stifford</p>	<p>Proposal: Demolition of existing structures and construction of new internal access roads, structures (including bridge over railway) and railways, along with landscaping, drainage and associated works.</p>

Plan Number(s):		
<u>Reference</u>	<u>Name</u>	<u>Received</u>
C116039-TG-00-XX-DR-C-0017 Rev. P4	Proposed Bridge Works Site Location Plan	18.11.16
C116039-TG-00-XX-DR-C-0018 Rev. P4	Proposed Bridge Works Existing Site Layout Plan	18.11.16
C116039-TG-00-XX-DR-C-8100 Rev. P3	Proposed Bridge Works Existing Key Plan	18.11.16
C116039-TG-00-XX-DR-C-8101 Rev. P2	Proposed Bridge Works Existing Layout Plan Sheet 1 of 6	18.11.16
C116039-TG-00-XX-DR-C-8102 Rev. P2	Proposed Bridge Works Existing Layout Plan Sheet 2 of 6	18.11.16
C116039-TG-00-XX-DR-C-8103 Rev. P2	Proposed Bridge Works Existing Layout Plan Sheet 3 of 6	18.11.16
C116039-TG-00-XX-DR-C-8104 Rev. P2	Proposed Bridge Works Existing Layout Plan Sheet 4 of 6	18.11.16
C116039-TG-00-XX-DR-C-8105 Rev. P2	Proposed Bridge Works Existing Layout Plan Sheet 5 of 6	18.11.16
C116039-TG-00-XX-DR-C-8106 Rev. P3	Proposed Bridge Works Existing Layout Plan Sheet 6 of 6	18.11.16
C116039-TG-00-XX-DR-C-8107 Rev. P1	Proposed Bridge Works Existing Cross Sections	18.11.16
C116039-TG-00-XX-DR-C-8150 Rev. P5	Proposed Bridge Works Key Plan and Proposed Layout	18.11.16
C116039-TG-00-XX-DR-C-8151 Rev. P4	Proposed Bridge Works Layout Plan Sheet 1 of 6	18.11.16
C116039-TG-00-XX-DR-C-8152 Rev. P4	Proposed Bridge Works Layout Plan Sheet 2 of 6	18.11.16
C116039-TG-00-XX-DR-C-8153 Rev. P3	Proposed Bridge Works Layout Plan Sheet 3 of 6	18.11.16

C116039-TG-00-XX-DR-C-8154 Rev. P3	Proposed Bridge Works Layout Plan Sheet 4 of 6	18.11.16
C116039-TG-00-XX-DR-C-8155 Rev. P4	Proposed Bridge Works Layout Plan Sheet 5 of 6	18.11.16
C116039-TG-00-XX-DR-C-8156 Rev. P4	Proposed Bridge Works Layout Plan Sheet 6 of 6	18.11.16
C116039-TG-00-XX-DR-C-8157 Rev. P4	Proposed Bridge Works Typical Cross Sections Sheet 1 of 5	18.11.16
C116039-TG-00-XX-DR-C-8158 Rev. P4	Proposed Bridge Works Typical Cross Sections Sheet 2 of 5	18.11.16
C116039-TG-00-XX-DR-C-8159 Rev. P4	Proposed Bridge Works Typical Cross Sections Sheet 3 of 5	18.11.16
C116039-TG-00-XX-DR-C-8160 Rev. P3	Proposed Bridge Works Typical Cross Sections Sheet 4 of 5	18.11.16
C116039-TG-00-XX-DR-C-8161 Rev. P3	Proposed Bridge Works Typical Cross Sections Sheet 5 of 5	18.11.16
5394_SK019	Lighting Strategy - Bridge	18.11.16
5394_SK021	Landscape Treatment – Bridge 1	18.11.16
5394_SK022	Landscape Treatment – Bridge 2	18.11.16
5394_SK023	Landscape Treatment – Bridge 3	18.11.16

The application is also accompanied by:

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

<ul style="list-style-type: none"> • Site Waste Management Plan; • Statement of Community Involvement; • Transport Statement; • Waste Assessment Report; and • Waste Hierarchy Report. 	
Applicant: Joost Rubens Purfleet Real Estate Ltd.	Validated: 23 November 2016 Date of expiry: 30 April 2017 (Extension of time requested)
Recommendation: Grant planning permission subject to conditions	

1.0 BACKGROUND

1.1 By way of background information, this application is one of four planning applications submitted for consideration in November and December 2016. These applications are:

16/01574/FUL Demolition of existing structures and construction of new roundabout and highway works at Stonehouse Corner/London Road, new secure site entrance and exit facilities, along with landscaping, drainage and associated works

16/01601/FUL Demolition of the existing downstream jetty and demolition of the out-of-service part of the existing upstream jetty. Construction of a new replacement downstream jetty.

16/01698/FUL Full planning permission for the demolition of existing buildings and structures and the erection of new buildings, structures, port infrastructure (including road, railways, tracks, gantries and surfacing) landscaping, drainage, and other ancillary works in association with continued use of the port for the storage and transfer of trailers, containers and cars, including the erection of a car storage building on the former Paper Mills land, a workshop in South Park, and a new areas of open storage and transfer trailers, containers and cars on land at Purfleet Farm and south of the railway line. Outline planning permission for the expansion of the existing Pre-Delivery Inspection Building.

1.2 Application reference 16/01601/FUL proposes works to existing jetties on the site's river frontage and, as the associated application site only involves land on the seaward side of the tidal defences, this submission can be treated as, to a degree,

separate from the other three applications (involving the landward side of the tidal defence). Consequently application ref. 16/01601/FUL will be determined under delegated powers. The remaining three submissions (16/01574/FUL / 16/01582/FUL / 16/01698/FUL) are related and the red-line application site boundaries in part overlap. Despite this overlap, there are contractual reasons why the applicant has made three separate submissions. These related applications are for development requiring assessment under the Environmental Impact Assessment (EIA) Regulations and Environmental Statement accompany the submissions.

- 1.3 The applications involve land within and adjacent to the Purfleet Thames Terminal (PTT) which is owned by Purfleet Real Estate and operated by C.RO Ports London Ltd. The existing PTT site extends to approximately 42 Ha in area and handles approximately 400,000 trailers and containers and the import / export of some 200,000 vehicles annually. The terminal is served by a roll-on roll-off (RO-RO) jetty which can accommodate two vessels. The terminal is served by sailings to and from Rotterdam and Zeebrugge.
- 1.4 C.RO Ports also operate from a terminal at Dartford downstream of the QEII Bridge. However, the applicant suggests that in the future the PTT site will be the main focus of future operations on the River Thames.
- 1.5 Historic Ordnance Survey mapping suggests that the PTT site was originally developed after the First World War as the 'Purfleet Wharf & Saw Mill' south of the railway line. This site was served by a pier on the Thames and a number of railway sidings within the site. After the Second World War the site was known as 'Purfleet Deep Wharf', with land at 'North Park' south of Jarrah Cottages used as an oil storage depot. By the 1970's further jetties had been developed on the river frontage and land immediately south of Jarrah Cottages was used as a transport depot. The oil storage use on North Park ceased during the 1980's, with the entire PTT site operated by C.RO Ports since 1992.

2.0 DESCRIPTION OF PROPOSAL

- 2.1 In summary, the proposals involve the construction of a new road bridge over the Purfleet to Grays railway line, the realignment of private railway lines within the Terminal site and associated landscaping, drainage other works. The main elements of the proposals are described below.
- 2.2 New four lane road bridge crossing the railway lane – located to the south of the proposed entrance gate complex and new access roundabout junction (ref. 16/01574/FUL) this application proposes a dedicated two-lane access road to serve the Unilever, Pura Foods and Aggregate Industries sites and a separate two-lane

access to serve the Terminal. This 'combined' four-lane access serving would cross the existing Purfleet-Grays section of railway line via a new steel and concrete bridge. For security purposes, the carriageways serving the Terminal and the Unilever etc. sites would be separated by a fence as the road passes over the railway. Both Terminal and Unilever accesses would include a footpath. The bridge would 'ramp' up in height to a maximum of approximately 10.8m above existing levels in order to maintain clearance to overhead lines on the railway.

- 2.3 On the southern side of the new bridge the Unilever access would turn to the east in order to access the Unilever, Pura Foods and Aggregate Industries sites. The two-land Terminal access would continue on a north-south alignment to access the 'South Park' and river berths. The roads are of a modern specification and would incorporate associated carrier drains, footpaths and lighting columns.
- 2.4 Realigned railways – the Terminal is currently served by three internal railheads which connect to the southern side of the main Purfleet-Grays line. These railheads are located in between Jurgen's Road (to the east) and the existing main Terminal access road (to the west). Two of the lines converge into a single railhead. The application proposes the consolidation of the three existing lines into a two track railhead (with an ancillary spur) and the construction of a new line which will access the western part of the Terminal, which is not currently rail connected. The proposed Unilever access road will cross above the consolidated railhead a short distance to the south-east of the main road bridge.
- 2.5 Landscaping etc. – an indicative soft landscape drawing has been submitted showing new soft landscaping adjacent to that section of the Unilever access road located adjacent to the proposed gate complex (16/01574/FUL). A drainage strategy is also proposed for the new roads. The proposals would involve the demolition of a number of small ancillary structures.

3.0 SITE DESCRIPTION

The site comprises an irregularly shaped parcel of land extending to 9.5 hectares in area and located within the PTT site. The site includes parts of the Terminal's 'North Park' and 'South Park', described in detail below.

3.1 North Park site:

This is an area of the PTT site north of the Purfleet – Grays railway line and south of London Road which is used principally for the storage of new vehicles imported and exported via the terminal. The entire North Park area extends to approximately 8.5 Ha in area and the current proposals only involve land on the northern part of this area. The site is entirely hardsurfaced with lanes and bays marked-out for the storage of vehicles. The North Park site is floodlit and its boundaries are defined by

secure fencing. Aside from the floodlighting columns and fencing, the site is open apart from a small number of buildings and structures. Access for vehicles into North Park is via the main terminal access road to the west, which links to London Road (to the north). An egress point for vehicle transporters is located on the eastern boundary of the site onto Jurgen’s Road. A strip of soft landscaping separates the North Park from the railway line to the south. As noted above the main port access road adjoins the site to the west, with Jurgen’s Road to the east. To the north-west of the site is Long Reach House, the office building for the terminal and its associated car parking. To the north of the site are residential properties at Jarrah Cottages (London Road). The rear gardens of these dwellings are separated from North Park by a rear access road serving the houses and a landscaped area. Due to falling ground levels to the south, the landscaped area is raised above levels at the North Park site by some 2.7m.

- 3.2 The ‘South Park’ area of the terminal is located south of the railway line and in between the Esso fuels terminal to the west and the Unilever, Pura Foods and Aggregate Industries sites to the east. The area is level, hardsurfaced and floodlight and currently used for the storage of vehicles, trailers and containers associated with the Terminal.
- 3.3 In the wider area surrounding the Terminal site residential uses and the High House Production Park are located to the north, with commercial uses to the north-east along London Road and Stonehouse Lane. To the east is the Purfleet Farm site and the Unilever Foods, Pura Foods and Aggregate Industries sites. The A282 and QEII bridge is located further east. To the south of the site is the River Thames. To the west of the PTT site is the Esso Purfleet Terminal site.

4.0 RELEVANT HISTORY

- 4.1 The majority of the application site comprises land on the eastern part of the Purfleet Thames Terminal (PTT) site. The PTT site has a long planning history, with the relevant elements summarised below:

<u>Application Ref.</u>	<u>Description of Proposal</u>	<u>Decision</u>
83/00901/FUL	Construction of 2 weighbridges with associated new site roads, office and lorry wash, repositioning of existing rail track and plant stores and the laying out of the site for aggregate storage and distribution	Approved
83/01229/OUT	Use of land for Industrial/Warehousing - BP Oil Purfleet Terminal North Site	Approved
84/00956/FUL	Modernisation of Existing Lube Oil Blending/Packaging & Distribution Facility	Approved

86/01077/FUL	Covered rock storage, asphalt and concrete plants	
89/00395/FUL	Construction of ship unloading facilities covered storage coated stone plant etc.	Approved
89/00405/FUL	Installation of 9 No additional lubricating oil storage tanks.	Approved
91/00614/FUL	Proposed replacement to tanks 8615 8616 8617 and relocation tanks 8641-42-43-44-& 45	Approved
92/00265/FUL	Erection of 5 No. lighting towers and ancillary external lighting	Approved
93/00051/FUL	Recycling centre	Approved
93/00213/FUL	Resurfacing, fencing and lighting of the site and use for the parking and storage of cars in transit with trailers parking and ancillary buildings, together with the construction of a continuous landscaped mound behind Jarrah Cottages	Approved
93/00643/FUL	Use of the site for parking and storage of cars for a limited period of 6 months	Approved
94/00365/FUL	7 No. lubricants. storage tanks and impervious bund	Approved
96/00339/FUL	Demolition of buildings to enable storage and distribution of goods and motor vehicles	Withdrawn
96/00377/FUL	Demolition of buildings to allow storage and distribution of goods and vehicles (smaller site)	Approved
04/00987/FUL	Installation of 2 no 6 metre high CCTV support columns and 2 no 7.5 meter high CCTV support columns to be situated around site perimeter	Approved
10/00232/HSC	Hazardous substances consent for storage of gas oils/diesel	Approved
14/00795/SCR	Environmental Impact Assessment Regulations Screening 2011 surface car storage at the former Esso site adjacent to the Purfleet Thames Terminal (Referred to as Site 2 - 5.7ha land at Esso)	EIA not required
16/00877/SCO	Request for an Environmental Impact Assessment (EIA) Scoping Opinion: Proposed expansion of port facilities to increase capacity and improve operational efficiencies comprising (i) new primary site	Advice given

	access in the form of a new roundabout at the London Road / Jurgen's Road junction (ii) secondary (optional) access onto London Road (iii) internal four lane bridge crossing the Purfleet Grays railway line (iv) new internal access road network (v) realignment of internal railroad tracks (vi) demolition / removal and replacement of existing berths and construction of new berths (vii) surface multi-purpose storage and multi-storey car decks (viii) new container yard equipment and (ix) new workshop, hanger and employees' facilities	
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4.2 In addition to the planning history for the site set out above, the following recent applications are relevant to the wider PTT site:

<u>Application Ref.</u>	<u>Description of Proposal</u>	<u>Decision</u>
14/01387/FUL	Use of part of the land for vehicular storage for use in association with Purfleet Thames Terminal, formation of hardstanding, associated infrastructure works including erection of lighting and CCTV columns, erection of fencing, drainage infrastructure on land at the former Exxon Mobil Lubricants site, London Road, Purfleet	Approved
14/01392/FUL	Use of part of land for vehicular storage for use in association with Purfleet Thames Terminal, formation of hardstanding, associated landscape and infrastructure works including erection of a gatehouse building, lighting columns, erection of fencing, drainage infrastructure including a surface water balancing pond, infill and alteration to levels, alterations to vehicular access to London Road	Resolution to grant planning permission subject to s106
15/00268/FUL	Use of land for vehicular storage, formation of hardstanding and associated infrastructure works including erection of lighting and CCTV columns, erection of fencing, and drainage infrastructure on land at the former Paper Mills site, London Road, Purfleet	Approved
16/00644/FUL	Construction of a private estate road on land	Approved

	to the east of Purfleet Thames Terminal, south of railway line	
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5.0 CONSULTATIONS AND REPRESENTATIONS

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

5.2 PUBLICITY:

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

5.3 Neighbour consultation letters have been sent to 93 surrounding properties. Two letters of representation have been received raising the following concerns:

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

5.4 The following consultation replies have been received:

5.5 ANGLIAN WATER:

No response received.

5.6 C2C:

No response received.

5.7 ENVIRONMENT AGENCY:

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

5.8 ESSEX COUNTY COUNCIL (ARCHAEOLOGY):

No objections, subject to planning conditions.

5.9 ESSEX FIRE & RESCUE:

No response received.

5.10 HEALTH & SAFETY EXECUTIVE:

No objection – does not advise, on safety grounds, against the granting of planning permission.

5.11 HIGHWAYS AGENCY:

Offer no objection.

5.12 NATURAL ENGLAND:

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

5.13 NETWORK RAIL:

No objections, subject to conditions to protect Network Rail assets.

5.14 PORT OF LONDON AUTHORITY:

Supports the proposals – the development would improve the operational efficiency and safety of the Terminal. The bridge crossing would provide more direct access between the south and north parts of the Terminal. The PLA has identified in the Thames Vision the need to improve road access to port operations and the constraints that can be experienced from crossing railway lines. The proposed development and in particular the provision of the bridge would therefore be of direct benefit to the Terminal.

5.15 PURFLEET VILLAGE FORUM:

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

5.16 PURFLEET CENTRE REGENERATION LTD:

No response received.

5.17 EMERGENCY PLANNING OFFICER:

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

5.18 ENVIRONMENTAL HEALTH:

Air Quality – there are no air quality implications from this proposed development on its own. It should be noted that this application is part of a suite of applications for the overall development of the Terminal site and comments with regard to applications refs. 16/01698/FUL and 16/01574/FUL which advise that:

“It is evident however that the proposed new junction improvements with accompanying roundabout and new site entrance in application 16/01574/FUL will lead to an improvement in air quality for AQMA 10. Therefore need for an overarching air quality assessment would not be necessary be required subject to application 16/01574/FUL being approved. Therefore there will be no issue with any of the other applications on air quality grounds”.

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

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

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

5.19 FLOOD RISK MANAGER:

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

5.20 HIGHWAYS:

No objections, subject to controls over the phasing of delivery for the submitted applications.

5.21 LANDSCAPE & ECOLOGY ADVISOR:

No objection on landscape or ecology grounds.

5.22 LISTED BUILDINGS & CONSERVATION ADVISOR:

No objections.

5.23 PUBLIC RIGHTS OF WAY:

No response received.

6.0 POLICY CONTEXT**6.1 National Planning Guidance**National Planning Policy Framework (NPPF)

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

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

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

Planning Practice Guidance

In March 2014 the Department for Communities and Local Government (DCLG) launched its planning practice guidance web-based resource. This was accompanied by a Written Ministerial Statement which includes a list of the previous planning policy guidance documents cancelled when the NPPF was

launched. PPG contains 48 subject areas, with each area containing several subtopics. Those of particular relevance to the determination of this planning application comprise:

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

6.2 Local Planning Policy

Thurrock Local Development Framework (2015)

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

OSDP1: Promoting Sustainable Growth and Regeneration in Thurrock;

Spatial Policies:

- CSSP2 (Sustainable Employment Growth);

Thematic Policies:

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

Policies for the Management of Development:

- PMD1 (Minimising Pollution and Impacts on Amenity)

- PMD2 (Design and Layout)
- PMD7 (Biodiversity, Geological Conservation and Development)
- PMD9 (Road Network Hierarchy)
- PMD10 (Transport Assessments and Travel Plans)
- PMD15 (Flood Risk Assessment)

Focused Review of the LDF Core Strategy (2014)

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

Draft Site Specific Allocations and Policies DPD

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

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

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

Thurrock Local Plan

In February 2014 the Council embarked on the preparation of a new Local Plan for the Borough. Between February and April 2016 the Council consulted formally on an Issues and Options (Stage 1) document and simultaneously undertook a 'Call for Sites' exercise. It is currently anticipated that consultation on an Issues and Options (Stage 2 Spatial Options and Sites) document will be undertaken in the summer of 2017.

7.0 ASSESSMENT

7.1 Procedure:

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

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

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

transparent manner.

7.3 In order to fulfil the requirements of the EIA Regulations it is necessary to ensure (a) that the Council has taken into account the environmental information submitted, and (b) that any planning permission granted is consistent with the development which has been assessed. To achieve this second objective the Council has the ability to impose conditions and secure mitigation measures by Section 106 obligations.

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

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

7.5 I. PRINCIPLE OF THE DEVELOPMENT

With reference to the Core Strategy Local Plan policies map, the application site is described as either land within 'Primary Industrial and Commercial Areas' or 'Land for New Development in Primary Areas'. That part of the site within North Park and South Park being allocated as 'Primary Industrial and Commercial Areas', with the small part of the application site within Purfleet Farm designated as 'Land for New Development in Primary Areas'.

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

- 7.7 Core Strategy policy CSTP28 (River Thames) is also considered to be partly relevant to the proposals. This policy recognises the role which the river and its associated ports play in the economy and the policy generally promotes the economic and commercial function of the river.
- 7.8 The NPPF states that *“the purpose of the planning system is to contribute to the achievement of sustainable development”* (paragraph 6). The following paragraph of the Framework describes the three dimensions to sustainable development as including an economic role, as well as social and environmental roles. One of the core land-use planning principles described by paragraph 17 of the NPPF is that planning should *“proactively drive and support sustainable economic development to deliver the ... business and industrial units, infrastructure and thriving local places that the country needs”*. Under the heading of ‘Building a strong, competitive economy’ paragraph 19 of the NPPF notes that *“planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.”* Finally, under the heading of ‘Promoting sustainable transport’, paragraph 22 of the NPPF states that *“when planning for ports, airports and airfields that are not subject to a separate national policy statement, plans should take account of their growth and role in serving business ... needs”*.
- 7.9 As the proposals would improve access arrangements for the terminal by avoiding the existing level crossings, it is concluded under this heading that the land-use principle of the proposals are acceptable and would raise no conflict with local or national planning policies. Indeed, as the proposals would support the operational efficiency of the terminal, the NPPF strongly supports this economic role.

7.10 II. TRAFFIC AND TRANSPORT IMPACT

The baseline conditions for the site are set out in the report for application ref. 16/01574/FUL elsewhere on this agenda. As the proposals for the road bridge in particular are closely associated with the new access proposals (16/01574/FUL) the baseline for traffic and transport is identical and, for convenience, is replicated below.

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

- all HGVs associated with freight (trailers, containers and other cargo);
- staff and visitors associated with the Terminal;
- the departure of car to be stored at the C.RO Dartford site;

- the arrival of cars from the C.RO Dartford site for pre-delivery inspection (PDI); and
- the arrival of cars undergoing vehicle testing.

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

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

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

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

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

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

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

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

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

7.17 The development proposed by the current by the current application does not involve any additional employment generating floorspace and does not in itself increase the operational area of the Terminal. Nevertheless, the ES considers the potential effects during the construction and operational phases as follows.

7.18 Construction Effects:

The ES predicts a construction phase for the bridge and roadworks lasting up to 9 months. The percentage increase attributed to construction HGV traffic, based on annual average daily traffic, is modelled as 1.1% on London Road (east of the site) and 0.8% on Stonehouse Lane. This temporary increase in HGV traffic flows is considered to be of negligible impact.

7.19 Operational Effects:

As noted above, the proposed bridge and roadworks will not themselves generate any additional traffic. The TS includes an assessment of potential traffic movements on the new bridge during peak hours shown in the table below:

Future baseline (with unimplemented permissions)	A.M. Peak (0800-0900)		P.M. Peak 17.00-18.00)	
	All vehicles	HGVs	All vehicles	HGVs
PTT site	192	137	328	139
Unilever	91	57	70	21
Total	283	194	398	160

The use of the bridge will potentially remove a large number of vehicles from using the existing level crossings on Jurgen's Road and the Exxonmobil road.

7.20 The TS notes that the new bridge will enable the existing level crossing on Jurgen's Road to be closed as all traffic previously using this route would be served by the new bridge. Members may be aware that Network Rail has a national programme to close level crossings where appropriate and improve the safety of others as part of a commitment to improve the safety on the rail network. The proposals would contribute to this aim. The TS also notes the heavy use of the Exxonmobil road level crossing and to a small number of reported misuse incidents. The proposals would enable traffic using the 'South Park' to be diverted to the bridge from the level crossing. However, this level crossing is proposed to remain open for occasional operational activities, maintenance vehicles, emergency vehicles and activities associated with the Esso fuel terminal. Nevertheless, the proposal would result in a significant reduction in the use of this crossing.

7.21 Mitigation:

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

7.22 As the site is located close to the strategic road network (A13 and M25), Highways England have been consulted and offer no objection. In relation to the local road network, the Highways Officer raises no objection, subject to certainty regarding the timing of delivery of the proposals (in the context of the other application currently under consideration).

7.23 III. IMPACT ON AIR QUALITY

Baseline conditions:

As noted by the report for planning application ref. 16/01574/FUL, there are a number of existing and proposed AQMAs within a 350m radius study area drawn around the application site as follows:

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

(NO₂ – Nitrogen Dioxide. PM₁₀ – Particulates)

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

Location	Type	Monitored annual mean NO ₂ concentration (² g.m ⁻³)				
		2011	2012	2013	2014	2015
Jarrah Cottages	Automatic	62.00	63.00	63.00	62.00	56.00
Jarrah Cottages	Diffusion	47.03	52.51	58.84	57.39	53.43
Ibis Hotel, London Road	Diffusion	46.02	45.78	46.25	49.66	52.65
London Road Arterial Road	Diffusion	50.27	57.23	58.28	59.16	52.15
Purfleet Railway Station	Diffusion	31.88	35.71	35.26	35.08	33.50
Stonehouse Lane	Diffusion	40.50	42.49	41.38	-	-
London Road Arterial Road	Diffusion	30.46	34.26	33.93	35.12	32.81
London Road Arterial Road	Diffusion	28.62	31.55	30.00	32.96	27.73
Purfleet Bypass	Diffusion	41.96	41.11	40.69	38.51	37.00
Purfleet Bypass	Diffusion	-	-	-	36.06	32.93
London Road Arterial Road	Diffusion	-	44.52	44.51	43.87	38.10
London Road Arterial Road	Diffusion	-	39.35	38.79	40.11	33.87

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

7.25 Construction impacts:

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

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

7.27 Operational impacts:

The ES does not predict any increase in vehicle movements associated with the operation of the bridge which, as noted above, will largely replace two existing level crossings. As the bridge would be likely to result in the free-flow of traffic as opposed to vehicles waiting at the level crossings with engines idling, the ES anticipates a benefit to local air quality.

7.28 Comments received from the Council's Environmental Health Officer note that there are no air quality implications from this proposal on its own. Although it is noted that the current application is associated with a range of proposed developments at the site (16/01574/FUL and 16/01698/FUL) and that the proposed new junction improvements will lead to an improvement at the closest AQMA (Jarrah Cottages).

7.29 IV. NOISE AND VIBRATION

Baseline conditions:

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

7.30 Construction impacts:

The ES models predicted noise levels at the closest residential receptor for the full range of construction activities associated with the development. The results confirm that construction noise would not exceed identified threshold noise limits. Similarly, for the closest residential receptor at Jarrah Cottages, no impacts from vibration during construction works are predicted.

7.31 Operational Impacts – road traffic noise:

The ES models the predicted change in noise levels at residential receptors as a consequence of the proposed new bridge road network (accessed from the proposed roundabout – ref. 16/01574/FUL). For the closest receptors at Jarrah Cottages a reduction in noise levels is modelled. Although one receptor to the north of the site is predicted to experience a 0.2dB increase in noise levels (on one façade of the building), this level of increase is considered to be negligible.

7.32 Mitigation Measures:

During construction activities noise and vibration control measures are proposed, to be incorporated into a CEMP. Similar to the proposed mitigation measures for 16/01574/FUL, in order to mitigate noise impact on residents at Jarrah Cottages during operation the ES proposes an acoustic fence to replace an existing fence which is located on the northern site boundary. With mitigation in place, the impact of operational noise is assessed as of no or low adverse significance.

7.33 In commenting on noise issues the EHO confirms that *“the ES has comprehensively assessed the noise impact of the construction and operation phases of the proposed development ... and has adequately determined the impacts of the development”*. Proposed mitigation measures for construction works should render the residual effects “insignificant” for local residents. Noise mitigation measures are required and can be secured by planning condition. With mitigation measures in place, the development should result in a beneficial reduction in noise for the majority of local residents. A standard planning condition to control hours of construction, including piling operations, is required.

7.34 V. FLOOD RISK & DRAINAGE

The application is accompanied by a Flood Risk Assessment (FRA) and the issue of water resources forms a chapter within the ES. All of the application site falls within the high risk flood area (Zone 3). The Stonehouse Sewer, described by the Environment Agency as a ‘main river’ is a short distance from the site on the southern side of the railway line.

7.35 The risk of fluvial (river) flooding at the site from Stonehouse Sewer and the River Mardyke (to the west of the site) is considered by the FRA to be low. However, it is the risk of tidal flooding from the River Thames which places the application site, and the wider Purfleet and West Thurrock area, within the high flood risk zone. Nevertheless, the site benefits from existing tidal flood defences adjacent to the Thames foreshore which offer a 1 in 1,000 year event standard of protection. The actual risk of tidal flooding is low, though there is a residual risk flooding if the defences were overtopped (by wave action) or if there was a breach event resulting from a failure of the tidal defence.

7.36 Sequential / Exception Test:

The general aim of national planning policy and guidance for flood risk is to steer new development to areas with the lowest probability of flooding, by applying the Sequential Test (where relevant). National PPG allocates new land uses / development to a ‘flood risk vulnerability classification’ in order to assess whether the uses / development are compatible with their flood zone. In this case, the FRA states that elements of the proposals fall within the ‘essential infrastructure’ classification (new bridge) and the ‘less vulnerable’ classification (road / railheads).

- 7.37 Table 3 of PPG describes a flood risk vulnerability and flood zone compatibility matrix within which less vulnerable development is appropriate in Flood Zone 3a, subject to the Sequential Test. The table also requires essential infrastructure located within the high risk flood zone to be subject to the Exception Test. The proposed access roads, associated road bridge railheads are a functional element of the Terminal and are needed within the operational land of the Terminal. There are no other locations within the Terminal which are at a lower risk of flooding and accordingly it is considered that the Sequential Test is passed for the development proposals. For the Exception Test to be passed it must be demonstrated that the development provides wider sustainability benefits which outweigh the flood risk and that the FRA demonstrates the development will be safe. It is considered that the proposed roadbridge infrastructure would provide sustainability benefits through improved air quality and an improved noise environment. The associated relocation of the site access would place access and egress arrangements for the Terminal closer to the low risk flood zone, assisting in the provision of safe access and escape routes. The submitted FRA notes that the existing flood plan for the Terminal will be updated and this matter can be secured through a planning condition. In these circumstances it is considered that the Exception Test for the proposed access infrastructure is passed.
- 7.38 The consultation response received from the Environment Agency raises no objection on flood risk grounds, but reminds the local planning authority to consider its responsibilities in applying the Sequential and Exception Tests. The Agency confirm that the site is protected from tidal flooding by existing defences, and that there are no concerns related to fluvial flooding from the Mardyke or Stonehouse Sewer. The need for a flood evacuation plan is confirmed to ensure safety in the event of a breach of tidal defences.
- 7.39 Surface Water Drainage:
The Terminal Site has a number of existing surface water and highways drainage systems which ultimately discharge, via pumping stations and interceptors, to Stonehouse Sewer and to the River Thames. The FRA includes a proposed high level drainage strategy which involves a number of discrete design solutions.
- 7.40 Essex County Council was appointed as the Lead Local Flood Authority's statutory consultee for Thurrock last year. The consultation response from the County Council objects and considers the proposed surface water drainage strategy to be inadequate, with particular regard to pumping station capacity and water treatment. The FRA concedes that further information about the design and operation of the surface water drainage system is required. However, as the proposed drainage strategy is only a high level framework, it is considered that a planning condition

can be used to require submission and approval of detailed surface water drainage arrangements.

7.41 VI. GROUND CONDITONS

Based on the history of the site, it is clear that the vast majority of the area, aside from a small part of the Purfleet Farm site, has a longstanding industrial use. That part of the site within North Park has previously been used for 'heavy' industrial uses, including as an oil storage depot and transport depot. The part of the site within South Park formerly comprised part of the Purfleet Wharf & Saw Mills site and the Caspian Wharf oil storage depot. The Ground Conditions chapter of the ES considers that these former uses could have resulted in ground contamination (spillages etc.) as well as the possibility that the site has been contaminated through the movement of groundwater from nearby activities.

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

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

7.44 The consultation response received from the Council's EHO refers to the content of the submitted 'Land Quality Phase 1 Preliminary Risk Assessment'. The recommendations within this assessment refer to the need for further intrusive investigation in order to corroborate existing data, investigate areas of the site not previously assessed and provide further clarification. The EHO agrees with these recommendations and a planning condition can be used to secure future ground investigation, sampling, risk assessment and remediation as necessary.

7.45 VII. OTHER ENVIRONMENTAL CONSIDERATIONS

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

7.46 Regarding landscape character, the application site is located in the wider 'West Thurrock and Purfleet Urban Area' as defined by the Thurrock Landscape Capacity Study (2005). The key characteristics of this area noted within the Study include "a range of large commercial buildings and warehouses dominate the area. Closer to the River Thames, heavy industrial buildings associated with the Purfleet Thames Terminal (e.g. Esso) combine with the strong influence of associated utilities infrastructure". Although the proposed roadbridge is, in its own right, a substantial feature, it will be seen from outside the site in the context of a working port terminal. Within this landscape context there are no objections to the development. The proposals include new soft landscaping where the new access road meets the proposed new gate complex (16/01574/FUL) which can be subject to a standard planning condition.

7.47 With regard to ecological interests, the vast majority of the application site comprises existing areas of hardurfaced car parking and trailer storage within the Terminal site which is of negligible ecological value. A small part of the site includes the north-western corner of Purfleet Farm which has a habitat of neutral grassland, scrub vegetation and features of open mosaic habitat. The Landscape & Ecology advisor confirms that the development would not have any significant adverse ecological impacts. The submitted soft landscaping plans show a mix of new tree, shrub and grass plants to mitigate for the loss of the small area of habitat at Purfleet Farm

7.48 VIII. CUMULATIVE IMPACT

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

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

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

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

7.50 The ES submitted for this application includes a cumulative assessment which considers major development and infrastructure projects within a 1km radius of the

site and “which have a reasonable prospect of coming forward before or at the same time” as the current proposals. Based on these criteria the ES considers those EIA developments with planning permission which are either under construction or have not yet commenced and those EIA developments where an application has been submitted and there is a resolution to grant planning permission.

7.51 The ES therefore considers the following list of projects:

Ref.	Site	Proposal	Status
11/50431/TTGETL	Purfleet Farm	Class B2 / B8 development	Permission granted – not implemented
11/50401/TTGOUT	Purfleet Centre	Mixed use redevelopment – residential, Use Classes A1 / A2 / A3 / A4 / A5 / B1 / B2 / B8 / D1 / D2, relocation of railway station etc.	Permission granted – not implemented
12/00337/OUT	Former Seaborne containers, Oliver Road	Class B1(c) / B2 / B8	Permission granted – development implemented
13/01231/FUL	Land east of Euclid Way, south of West Thurrock Way	Class A1 / A3 / A5 / D1 / D2 / C3 development	Permission granted – not implemented
14/01387/FUL	Part of former Exxon site	Vehicle storage	Permission granted – not implemented
14/01392/FUL	Purfleet Farm	Vehicle storage	Permission granted – not implemented
15/00268/FUL	Part of former Paper Mills site	Vehicle storage	Permission granted – not implemented
16/01574/FUL	Part of North Park and Purfleet Farm	Roundabout, access road and gate complex	Under consideration

7.52 The potential for cumulative impacts of the current proposal in combination with the projects listed above is presented in a topic by topic basis within the ES. Cumulative impacts for traffic and transport, air quality, noise and vibration, water

resources and ground conditions are assessed as either not perceptible, not significant or minor.

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

8.0 CONCLUSIONS AND REASONS FOR RECOMMENDATION

- 8.1 In coming to its view on the proposed development the Council has taken into account the content of the ES submitted with the application as well as representations that have been submitted by third parties. The ES considers the potential impacts of the proposal and on occasions sets out mitigation measures. Subject to appropriate mitigation, which can be secured through planning conditions, the ES concludes that any impact arising from the construction and operation of the development would be within acceptable limits. Having taken into account representations received from others, Officers consider that the proposed development is acceptable, subject to with a number of planning conditions that are imposed upon the permission. Therefore, it is recommended that planning permission is granted subject to the recommendation set out below.
- 8.2 The proposals for a new road bridge offers operational benefits for the Terminal and adjoining commercial uses to the east in providing a route to the public road network which avoids the use of existing private level crossings. In association with the revised access arrangements for the Terminal, detailed within application ref. 16/01574/FUL, the current proposals would deliver local air quality and noise improvements. There are no objections to the proposals with regard to impact on the highway network, flood risk, ground conditions or other environmental receptors. It is considered that the proposals would increase the operational efficiency of the Port, which is a long-standing and important employer in Purfleet. Both national and local planning policies support, in principle, economic growth and these proposals underpin the economic role of sustainable development.

9.0 RECOMMENDATION

Grant planning permission subject to the following conditions:

Definitions

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

Site Preparation Works:	<p>includes the following works required to prepare the site for development :</p> <ul style="list-style-type: none"> - site clearance works; - demolition of existing structures including removal of asbestos, the stripping out of buildings, disconnecting services and grubbing-up foundations; - removal of existing and surplus rubble; - removal of services including service trenches; - archaeological and ground investigations; - remedial work; - carrying out CAT scans to confirm all existing services are clear; - the erection of a hoarding line; - providing piling matting; - providing clear health and safety information; - piling works.
Advanced Infrastructure Works:	<p>includes the following enabling infrastructure:</p> <ul style="list-style-type: none"> - installing drainage infrastructure; - installing services and utilities; - construction of foundations and ground floor/level slab; - ground levelling works.
Highways Works	<p>surface works required to amend existing, or form new vehicle access</p>
Construction	<p>superstructure works above the ground level/slab required to erect a building or structure</p>
Landscape Works	<p>surface landscaping works required to implement internal routes, storage areas and green infrastructure</p>
First Operation	<p>refers to the first commencement of the use of the development</p>

Time Limit

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

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

Approved Plans

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

Ref.	Title
C116039-TG-00-XX-DR-C-8150 Rev. P5	Proposed Bridge Works Key Plan and Proposed Layout Plan
C116039-TG-00-XX-DR-C-8151 Rev. P4	Proposed Bridge Works Layout Plan Sheet 1 of 6
C116039-TG-00-XX-DR-C-8152 Rev. P4	Proposed Bridge Works Layout Plan Sheet 2 of 6
C116039-TG-00-XX-DR-C-8153 Rev. P3	Proposed Bridge Works Layout Plan Sheet 3 of 6
C116039-TG-00-XX-DR-C-8154 Rev. P3	Proposed Bridge Works Layout Plan Sheet 4 of 6
C116039-TG-00-XX-DR-C-8155 Rev. P4	Proposed Bridge Works Layout Plan Sheet 5 of 6
C116039-TG-00-XX-DR-C-8156 Rev. P4	Proposed Bridge Works Layout Plan Sheet 5 of 6
C116039-TG-00-XX-DR-C-8157 Rev. P4	Proposed Bridge Works Typical Cross Sections Sheet 1 of 5
C116039-TG-00-XX-DR-C-8158 Rev. P4	Proposed Bridge Works Sections and Elevations Sheet 2 of 5
C116039-TG-00-XX-DR-C-8159 Rev. P4	Proposed Bridge Works Typical Cross Sections Sheet 3 of 5
C116039-TG-00-XX-DR-C-8160 Rev. P3	Proposed Bridge Works Typical Cross Sections Sheet 4 of 5
C116039-TG-00-XX-DR-C-8161 Rev. P3	Proposed Bridge Works Typical Cross Sections Sheet 5 of 5
5394_SK019	Lighting Strategy – Bridge
5394_SK021	Landscape Treatment – Bridge 1
5354_SK022	Landscape Treatment – Bridge 2
5354_SK023	Landscape Treatment – Bridge 3

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

Phasing

4. The development hereby permitted shall be carried out in accordance with the phasing set out in the Environmental Statement (paragraph 2.19.2) i.e. all HGV traffic associated with the operation of the Purfleet Terminal shall enter the site via the security gate complex (with the exception of vehicle movements entering and exiting the former Paper Mills site) following the construction of the new roundabout (covered by planning application ref. 16/01574/FUL), unless otherwise agreed in writing with the local planning authority.

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

CEMP

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

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

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

Ecological Mitigation & Management Plan

6. Prior to the commencement of any development, an Ecological Mitigation and Management Plan (EMMP) shall be submitted to, and approved in writing by, the local planning authority. The details within the submitted EMMP shall include:
 - I. details of mitigation measures for the south facing embankments of the new access road in accordance with plan 5394_SK021 (early successional vegetation/flower-rich open grassland, native and shrub planting);
 - II. details of habitat management to encourage reptiles to move away from the working area (applies to the 0.16ha to the west of Purfleet Farm);
 - III. long term management/maintenance.

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

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

Landscape Protection

7. All vegetation to be retained on the site shall be protected by chestnut paling fencing for the duration of the construction period at a distance equivalent to not less than the spread from the trunk. Such fencing shall be erected prior to the commencement of any construction works on the site. No materials, vehicles, fuel or any other ancillary items shall be stored or buildings erected inside this fencing and no changes in ground level may be made or underground services installed within the spread of any tree or shrub (including hedges) without the previous written consent of the local planning authority.

Reason: To ensure that all existing vegetation to be retained is properly protected in the interests of visual amenity and to accord with Policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended) (2015).

Nesting Birds

8. Demolition and clearance of vegetation or other potential bird nesting sites shall not be undertaken within the bird breeding season (1st March to 31st July)

except where a suitably qualified ecological consultant has confirmed in writing to the local planning authority that such clearance works would not affect any nesting birds. In the event that an active bird nest is discovered outside of this period and once works have commenced, then a suitable stand-off period and associated exclusion zone shall be implemented until the young have fledged the nest.

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

Working Hours

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

Monday to Friday 0800 – 1800 hours

Saturdays 0800 – 1300 hours

unless in association with an emergency or the prior written approval of the local planning authority has been obtained. If impact piling is required, these operations shall only take place between the hours of 0900 - 1700 hours on weekdays.

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

Contamination

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

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

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

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

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

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

Unforeseen Contamination

13. If during development, contamination not previously identified is found to be

present at the site, no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a Remediation Strategy has been submitted to, and approved in writing by, the local planning authority. The Remediation Strategy shall be implemented as approved.

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

Site Levels

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

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

Foundation Design

15. Prior to Advanced Infrastructure Works, details of foundation design and other works below existing ground level shall be submitted to, and approved in writing by, the local planning authority. The development shall accord with the agreed details.

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

Infrastructure Assets

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

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

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

Thereafter the approved details shall be implemented.

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

Surface Water Drainage

18. Prior to Advanced Infrastructure Works, details of the surface water drainage scheme shall be submitted to, and approved in writing by, the local planning authority. The submitted details shall include:
- I. assessment of suitability for infiltration based on soil types and geology;
 - II. detailed drainage plan;
 - III. detailed SuDS Design Statement;
 - IV. confirmation of land ownership of all land required for drainage and relevant permissions;
 - V. SuDS Management Plan; and
 - VI. plan showing the allocation of volume storage and discharge rate given to the plot as part of a wider SuDS strategy.

The development shall accord with the agreed details.

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

Archaeology

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

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

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

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

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

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

Landscaping

22. Prior to Landscaping Works, details of the landscaping scheme and a long term management plan shall be submitted to, and approved in writing by, the local planning authority. The details shall include:

- I. details of the design, colour and materials of all boundary treatments, including the 1.8m trespass proof fence along the development side of the existing boundary fence;
- II. details of the design, colour and materials of surface treatments, including the low noise road surface, in accordance with plans 5354_SK021, 5354_SK022 and 5354_SK023;
- III. details of the species, mix, planting centres etc. of the proposed tree,

shrub and grass planting.

All planting, seeding, turfing etc. comprised in the approved scheme shall be completed in the first planting and seeding season following completion of the development (or such other period as may be agreed in writing by the local planning authority) and any trees, shrubs or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation.

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

Errant Vehicle Protection

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

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

Flood Warning & Evacuation Plan

24. Prior to the first operation of the development, a Flood Warning and Evacuation Plan (FWEP) shall be submitted to, and approved in writing by, the local planning authority. The approved FWEP shall be operational upon first use of the development and shall include details of internal refuge facilities, signage and an on-site warning system.

Reason: In order to ensure that adequate flood warning and evacuation measures are available for all users of the development in accordance with Policy PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended) (2015).

HS1 Viaduct

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

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

External Lighting

26. Unless otherwise agreed in writing by the local planning authority, the proposed external lighting shall be installed and maintained in accordance with the details shown on drawing number 5394_SK019 and paragraph 4.10 of the 'Purfleet Thames Terminal: Internal Access Roads, Bridge and Railways Works Design and Access Statement (November 2016)'.

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

ES Mitigation

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

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

INFORMATIVE:

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

The local planning authority has acted positively and proactively in determining this application by assessing the proposal against all material

considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Documents:

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online:

www.thurrock.gov.uk/planning

