

<p>Reference: 18/01404/OUT</p>	<p>Site: Thames Enterprise Park The Manorway Coryton Essex</p>
<p>Ward: Corringham And Fobbing</p>	<p>Proposal: Outline planning permission with all matters (except for access) reserved for the demolition, phased remediation and redevelopment of 167 hectares of former Coryton Oil Refinery to provide up to 345,500 sq. m of commercial development including Manufacturing; Storage, Distribution & Logistics (Use Class B2/B8); Energy & Waste related facilities (Use Class Sui Generis); A Central Hub incorporating a range of active uses (Research & Development, leisure, education, hotel and conferencing facilities) (Use Classes B1(b), D1, D2, C1) and ancillary cafe/leisure/community facilities (Use Classes A3, D2 & Sui Generis), as well as additional land set aside for a Rail Freight Terminal; Up to 20 Hectares of Open Storage (Use Class B8); Energy Centre; Lorry Parking Facilities; structural landscaping; car parking, new road and access facilities; vehicular, pedestrian and cycle crossing over Shellhaven Creek; pedestrian crossing facilities to existing and proposed estate roads; retention of existing jetties; and associated infrastructure works</p>

Plan Number(s):		
Reference	Name	Received
SK158 - Site Boundary Plan Parameter Plan - PP1	Location Plan	27th September 2018
SK159F - Development Plots Parameter Plan - PP2	Proposed Plans	6th April 2022
SK160F - Land Use Parameter Plan – PP3	Proposed Plans	27th January 2022
SK161D - Green Infrastructure Parameter Plan - PP4	Proposed Plans	27th January 2022
SK162E - Building Heights Parameter Plan - PP5	Proposed Plans	27th January 2022
SK163D - Access and Circulation Parameter Plan - PP6	Proposed Plans	27th January 2022
SK164C - Public and Private Access Parameter Plan -	Proposed	27th January

PP7	Plans	2022
83827-A-08-AT01C Swept Path Analysis	Proposed Plans	27th January 2022
183827-A-08D Proposed pedestrian/cycle provision along the Manorway	Proposed Plans	27th January 2022
SK203 - Inner COMAH Zone Plan	Proposed Plans	30th April 2019
SK04 - Inner COMAH Zone Illustrative Masterplan	Proposed Plans	30th April 2019
83827-A-08-AT01C Swept Path Analysis	Proposed Plans	27th January 2022
183827-A-08D Proposed general arrangement of pedestrian/cycle provision along the Manorway	Proposed Plans	27th January 2022
183827-SK-006F - Site Access 2 - via Barkers Boulevard	Proposed Plans	27th January 2022
SK167 – Existing and Proposed Levels	Proposed Plans	6th April 2022

The application is also accompanied by:

- Planning Statement and Addendum
- Design and Access Statement
- Environmental Statement Volume 1 - Main Text and Addendums (February 2021 and January 2022)
 1. Introduction
 2. EIA Methodology
 3. Site and Development Description
 4. Alternatives and Design Evolution
 5. Construction Methodology and Sequencing
 6. Socio-Economics
 7. Landscape and Views
 8. Ecology and Nature Conservation
 9. Water Resources and Flood Risk
 10. Land Contamination
 11. Transport and Access
 12. Noise
 13. Air Quality and Odour
 14. Summary and Residual Effects
- Environmental Statement Volume 2 - Technical Appendices and Addendums (February 2021 and January 2022)

- Environmental Statement Volume 3 - Transport Assessment and Addendums (February 2021 and January 2022)
- Non Technical Summary (NTS) of Environmental Statement and NTS Addendum (January 2022)
- Archaeological Desk Based Assessment
- Built Heritage Statement
- BREEAM Pre Assessment
- Economic Benefits Summary
- Energy Statement
- External Lighting Strategy
- Health Impact Assessment
- Report to inform Habitats Regulation Assessment
- Sustainability Strategy
- Vision Statement

Applicant: I-Sec
c/o Barton Wilmore

Validated:
27 September 2018
Date of expiry:
30 June 2022 (extension of time agreed)

Recommendation: Approve subject to conditions and a s106 legal agreement

This application is to be determined by the Planning Committee in accordance with the Constitution Chapter 5, Part 3 (b), 2.1 (a) as the proposal would have significant strategic implications for the Borough.

1.0 BACKGROUND AND DESCRIPTION OF PROPOSAL

1.1 The key elements of the proposals are set out in the table below:

Site Area (Gross)	167 ha	
Employment	Up to and estimated 5,500	
Land Uses and Floorspace	Use Class	Maximum Floorspace (m²)
	B8 – Storage and Distribution	Up to 200,500
	B8 – Open Storage	Up to 20 hectares
	B2 – Manufacturing	72,000
	Sui Generis – Energy and Waste	60,000

	B1(b) – Research and Development	5,000
	D1/D2 – Education/Community Facilities/Gym/Creche	Up to 2,500
	C1 – Hotel	Up to 5,000
	A3 - Cafes	500
	Total (All Uses)	345,500 plus 20 hectares of open storage
Green Infrastructure	15.5 ha	
Ecological Mitigation	18.5 ha	
Building Heights	A range of heights across the site with some plots up to 13m (AOD) and others up to 48.4m (AOD) for the tallest buildings and up to 103m (AOD) for any chimney stacks	
Access	<p>All road access from The Manorway</p> <p>Two accesses proposed:</p> <ol style="list-style-type: none"> 1. First via a new main access into the site; and 2. The second via the Barkers Boulevard to the south west of the site. <p>Opportunity for rail access from the south western side of the site, and for river access via the jetties with the site area.</p>	
Car Parking	A total predicted car parking capacity of 1,437 for the whole development to allocated throughout each Development Plot with details of the layout to be secured through the relevant reserved matters.	
HGV Parking	Three (3) dedicated lorry parks within the site along with HGV parking for each Development Plot. Plots A1 and A2 can be used for lorry park or open storage. All details would be secured through the relevant reserved matters	

- 1.2 Outline planning permission, with all matters reserved except for access, is sought for the demolition, phased remediation and redevelopment of 167 hectares of land at the former Coryton Oil Refinery.
- 1.3 The demolition would remove all buildings on site except for the existing chimney stack which would remain and would be modified as a feature for the site. The

phased remediation works, as approved through planning permission reference 17/00194/FUL, has been completed and represents the Phase 1 area showing on the Indicative Phasing Plan.

- 1.4 The proposed regeneration of this site would provide up to 345,500m² of commercial development for the uses. The table below identifies the maximum floorspace for the following land uses in the proposed development, in accordance with the Town and Country Planning (Uses Classes) Order 1987 (as amended) which was the Use Classes Order in place at the time of the planning application submission. Since then, there has been a new Use Classes Order which can into effect on 1 September 2020 but due to the transition arrangements applications submitted before the 1 September 2020 can still be considered with the 1987 Use Classes Order, which is the case for this planning application.

Use Class	Maximum Floorspace (m ²)
B8 – Storage and Distribution	Up to 200,500
B8 – Open Storage	Up to 20 hectares
B2 – Manufacturing	72,000
Sui Generis – Energy and Waste	60,000
B1(b) – Research and Development/Incubator	5,000
D1/D2 – Education/Community Facilities/Gym/Creche	Up to 2,500
C1 – Hotel	Up to 5,000
A3 - Cafes	500
Total (All Uses)	345,500 plus 20 hectares of open storage

- 1.5 Based on the proposed floorspaces the development is predicted to generate the following employment numbers (full and part time roles):

Use Class	Maximum Floorspace [Sqm]	Employment Density range – 1 employee per sqm	Number of Employees (Maximum)
B8 – Storage and Distribution	Up to 200,500	70	2864
B2 – Manufacturing	Up to 72,000	36	2000
B8 – Open Storage	Up to 20 Hectares	0.2 hectares	100
Sui Generis – Energy & Waste	Up to 60,000	205	293
B1 - Research & Development and	Up to 5,000	40-60	125

Light Industrial			
D1/D2 – Education/Community Facilities/Gym/Creche	Up to 2,500	65	50
A3 - Cafés	Up to 500	15-20	33
C1 – Hotel	Up to 5,000 (100-bed)	1 per 3 – 5 Beds	33
Total [All Uses]	345,500		5,498

1.6 The application is supported by an Environment Statement (ES) which demonstrates an Environmental Impact Assessment has been undertaken and is supported by a number of studies appended to the ES, as well as the standalone studies.

1.7 The application is subject to a number of ‘Parameter Plans’ which have all been tested through the Environmental Impact Assessment to understand the limits of the proposed development proposed for this site (the “Rochdale Envelope”). The Parameter Plans, Illustrative Masterplan, Indicative Phasing Plan, the Design and Access Statement and the planning conditions/obligations would all be used to inform the future applications for the approval of reserved matters. A Design Code is also proposed to be secured through a planning condition to inform the future reserved matters. The Parameter Plans collectively inform the Illustrative Masterplan produced to show how the site might be developed.

1.8 The applicant has identified the following Vision for Thames Enterprise Park:

To create a sustainable ‘next generation’ manufacturing, logistics and energy hub for London and the South East that optimises Thames Enterprise Park’s unique location and inter-modality to bring a historically important site back into economic life providing jobs, investment and economic vibrancy to the region and the UK.

1.9 With the exception of Parameter Plan 1 (Site Boundary) the following paragraphs provide further information about the Parameter Plans:

Development Plots (Parameter Plan 2)

1.10 This Parameter Plan identifies a total of 18 Development Plots would be created across the site and these are identified as Plots A to T. Each plot would have a net developable area of between 25% and 55%, depending upon the size of the plot, meaning that future buildings on each plot can only occupy the identified net developable area per plot which allows for the remainder of each plot to be used for internal roads, vehicle parking, loading areas, outside staffing facilities and landscaping. The table below provides this information for each plot:

Plot	Gross Area		Percentage Plot Coverage	Net Area	
	Acres	Hectares		Acres	Hectares
A	1.65	0.7	70%	1.2	0.5
B	3.3	1.3			
C	12.9	5.2			
D	14.3	5.8	40%	5.7	2.3
E	27.8	11.3	55%	15.3	6.2
F	8.7	3.5	40%	3.5	1.4
G	6.5	2.6			
H	10.7	4.3	50%	5.4	2.2
J	18.4	7.4	35%	6.4	2.6
K	12.9	5.2	40%	5.2	2.1
L	0.5	0.2			
M	0.9	0.4	35%	0.3	0.1
N	9.8	4	40%	3.9	1.6
P	8.1	3.3	45%	3.6	1.5
Q	27.8	11.3	50%	13.9	5.6
R	76.1	30.8	55%	41.9	16.9
S	44.5	18	70%	31.2	12.6
T	0.26	0.11	25%	0.07	0.03
Total	284.85	115.4			

Land Use (Parameter Plan 3)

1.11 The Land Use Parameter Plan identifies areas for the future land uses. A total of up to 345,500m² of floorspace is proposed. The proposal provides a breakdown of how the site could be developed for future end uses as follows:

- Commercial development including Manufacturing; Storage, Distribution & Logistics (Use Classes B2/B8);
- Energy & Waste related facilities and energy centre (Use Class Sui Generis);
- A Central Hub incorporating a range of active uses including research & development (Use Class B1(b)), leisure and education (Use Classes D1 and D2), hotel and conferencing facilities (Use Class C1)
- Ancillary cafe/leisure/community facilities (Use Classes A3, D2 & Sui Generis),
- Land set aside for a Rail Freight Terminal (Use Class Sui Generis);
- Up to 20 Hectares of Open Storage (Use Class B8);
- Lorry Parking Facilities;
- Structural landscaping;

- Car parking, new road and access facilities; vehicular, pedestrian and cycle crossing over Shellhaven Creek;
- Pedestrian crossing facilities to existing and proposed estate roads;
- Retention of existing jetties (within the red line area); and
- Associated infrastructure works.

1.12 The Land Use Parameter Plan shows the manufacturing/storage and distribution uses would occupy the central, eastern and part of the western areas of the site. Two areas, one to the north and central area, and one to the western boundary, would provide land for energy/power park/waste uses. The Central Hub would provide the research and development use along with incubator office space, education, nursery, training, hotel, conferencing, leisure and café uses. The rail freight terminal would be located at the southern point of the western land parcel to allow connections to the existing rail heads. The main area for open storage would be located at the eastern side of the site, although two further plots are shown as open storage space areas to the western side of the site. Lorry parking facilities are shown in five locations across the site, two to the western and three to the east.

Green Infrastructure (Parameter Plan 4)

1.13 The Green Infrastructure Parameter Plan identifies a strategic network of green infrastructure corridors that allows for access through the site with routes alongside the River Thames to the south and Holehaven Creek to the north. The Shellhaven Creek is also shown on this plan. The green infrastructure is to promote safe and sustainable links for pedestrians and cyclists around the site. The green infrastructure would incorporate landscaping to visually improve the site as part of the overall development.

Building Heights (Parameter Plan 5)

1.14 The Building Heights Parameter Plan identifies a range of building heights across the site with an allowance of buildings up to 48.4m AOD (Above Ordnance Datum/sea level) in height for the central and eastern parts of the site. The Central Hub would be limited to buildings up to 23.4m AOD. The large area of open storage to the eastern side of the site would allow for open storage up to 18.4m AOD. The lorry park locations would allow for heights up to 13m AOD. The energy producing uses are likely to require chimney stacks and within these areas the stacks are proposed to be up to 103m AOD high. The existing retained chimney stack height is 115m AOD.

1.15 To the south of Shellhaven Creek a buffer is shown to prevent overshadowing of the creek for biodiversity and ecological reasons. This buffer allows for lower

heights of 13.4m AOD at the boundary with the creek increasing up to 48.4m (AOD).

- 1.16 The application proposes surcharging of the land to increase the current ground levels by between 0.8m and 1.7m across the entire site. This would allow for a ground level of 3m across the entire site for Development Plots.
- 1.17 The colour coding on the Building Heights Parameter Plan shows the proposed maximum building heights based AOD measurements as follows:

13m AOD
18.40m AOD
23.40m AOD
33.00m AOD
48.00m AOD
48.40m AOD
Indicative locations of chimney stack up to 103m AOD and no more than 5m wide

Access and Circulation (Parameter Plan 6)

- 1.18 The Access and Circulation Parameter Plan identifies the two accesses into the site.
- 1.19 The main access into the site would be reached from the end of the Manorway and would be subject to an entrance gatehouse (Plot L) for controlling access into the site. This would provide access for all vehicles, pedestrians and cyclists. From the entrance the main route would form a combined car and HGV routes within the site. A 'T' junction shortly after the entrance gateway would provide a left turn for a non-HGV route only route to this part of the site where the proposed road would be layout around the existing chimney stack feature and is likely to be used by cars, buses and LGV's serving the sites.
- 1.20 To the west of the main site access/entrance the Manorway would be upgraded with a dedicated 3m wide shared footway/cycleway which would link to the Manorway roundabout. From the roundabout a proposed dedicated 3m wide shared footway/cycleway along Manorway to Sorrells roundabout is proposed through the planning obligation measures.
- 1.21 The secondary access would provide access to the western part of the site and would be south of Shellhaven Creek. This secondary access would be accessed via the Barkers Boulevard.

- 1.22 Various internal roads within the site would provide access to locations throughout the site including future public transport access arrangements where bus stop locations, bus routes and bus turning areas, along with pedestrian and cycle routes through the site and dedicated HGV routes. These are shown on the parameter plan.
- 1.23 At various points along the site boundary future road access points are shown on the plan, which would allow for potential future links to the Thames Oil Port to the north and towards the London Gateway site to the west.
- 1.24 With the location of the railhead to the part of the site there are opportunities for rail linkages to the south west of the site. This would use the existing rail freight line which serves the London Gateway Port and links to the main line just south of Stanford Le Hope. From the London Gateway Port east the line that splits into two siding areas to two different locations to the west of the site. The northern siding links to the Thames Oil Port to the north of the site but partly passes through the site. The southern siding follows the southern site boundary but does not pass into the site. It is shown on the Land Use Parameter Plan and Illustrative Masterplan that this southern siding area could be used for rail freight purposes for a future user/operator on Plot C.
- 1.25 The plan also shows that the existing retained jetties into the River Thames along the southern side of the site would be retained and could be subject to future use.
- 1.26 The existing bridge over the Shellhaven Creek would be retained and used as the main vehicular route for accessing the western part of the site to the south of Shellhaven Creek. In addition to this a separate dedicated pedestrian and cycle bridge would be constructed over Shellhaven Creek and this bridge would be provided to the east of the existing road bridge, as shown on the Access and Circulation Parameter Plan, and the Illustrative Masterplan. Details of this bridge would be provided as a reserved matters application.

Public and Private Areas (Parameter Plan 7)

- 1.27 The Public and Private Areas Parameter Plan identifies the 'public' and 'private' areas for access, vehicular traffic and security arrangements through access controlled areas at the site. This includes the site's main entrance but also two controlled entrance accesses within the site. This would be similar to the existing security arrangements at the site. This plan also shows the designated pedestrian routes within and around edges of the site. The Public Access Zone would involve the Amenity Hub location, part of the Sustainable Industries Park and locations along parts of the site adjacent to the River Thames and Holehaven Creek.

Illustrative Masterplan

1.28 Using the information from the Parameter Plans the Illustrative Masterplan informs how the site might appear in the future and identifies the following:

- Energy Park;
- Central Hub: Amenity/Education/Training/Café/Crèche/Hotel/Conference facilities;
- Manufacturing/Storage and Distribution areas;
- Open Storage areas;
- Coach/Bus Stop and Visitor Parking area;
- Lorry Parks;
- Rail Sidings;
- Ecological Mitigation Zone;
- Feature Chimney to be retained;

1.29 The Illustrative Masterplan also includes a key to show the Plots and the indicative phasing of the development with the floorspace shown as follows:

Phase/ Tranche	Plots	Use	Floorspace m ²	Building Heights up to (all m AOD)
1	A1/A2	Open Storage or Lorry Park		13m
	B	Lorry Park		13m
	C	Rail Siding	91	33m
	D1	MBT facility – what is that?	9,267	48.4m
	D2	Gasification Facility	8,940	48.4m
	E1	Manufacturing/ Storage and Distribution	75,760	48.4m
	F1		8,514	23.4m
	F2		4,693	23.4m
1b	H	Amenity Hub Area and Manufacturing/ Storage and Distribution location	15,238	23.4m
	M1	Café	900	23.4m
	G1	Lorry Park		13m
	G2	Coach/Bus Stop/Visitor Parking		13m
2	J4	Anaerobic Digestion	5,656	48.4m

		Facility			
	J3	Biomass Facility	3,309	48.4m	
	J5	Water Treatment	1,362	48.4m	
	J1	Energy Park	2,320	48.4m	
	J2		2,496	48.4m	
	L	Gatehouse	343	13m	
	K1	Manufacturing/ Storage and Distribution	7,483	23.4m	
	K2		3,231	23.4m	
	K3		3,231	23.4m	
	K4		3,098	23.4m	
	N1		4,001	23.4m	
	N2		3,026	23.4m	
	N3		2,523	23.4m	
	N4		2,523	23.4m	
	N5		3,600	23.4m	
	P1		6,382	23.4m	
	P2		6,694	23.4m	
3	Q1		Energy Park	4,229	48.4m
	Q2			10,371	48.4m
	Q3			8,450	48.4m
	R1		Manufacturing/ Storage and Distribution	29,982	48.4m
4	Q4	Storage and Distribution	6,769	48.4m	
	Q5	Lorry Park		48.4m	
	R2	Manufacturing/ Storage and Distribution	50,400	48.4m	
	R3	Storage and Distribution	50,400	48.4m	
	T	Café/Amenity	218	13m	
5	S	Open Storage		18.4m	
Overall			345,500		

1.30 The table below shows floorspace per Phase as follows:

Phase	Floorspace m ² per Phase	Cumulatively
1	107,265	107,265
1b	16,138	123,403
2	61,278	184,681
3	53,032	237,713
4	107,787	345,500
5	0sqm (open storage)	

- 1.31 All of the buildings shown on the Illustrative Masterplan have been designed in the context of the COMAH zones and the Planning Statement advises that the applicant intends to revoke Hazardous Substances consents applying to the site prior to commencing development.

Character Areas

- 1.32 The Design and Access Statement (DAS) identifies seven distinct character areas, split into three Landscape Character Areas and four Built Form Character Areas. These character areas provide more detail than the Illustrative Masterplan.
- 1.33 The Landscape Character Areas are referred to as The Park Loop, Shellhaven Creek and Spine Road. The four Built Form Character Areas are referred to as the Sustainable Industries Park and Amenity Hub, the Northern Edge for energy and manufacturing/logistics uses, River and Creekside for mixed use energy and manufacturing/logistics, and the Perimeter Thames for flexible open storage.
- 1.34 The three Landscape Character Areas are explained as follows:

Park Loop

- 1.35 The Park Loop would comprise of a 3.3km route around the central part of the site starting and ending at the Central Hub, extending to the northern site boundary then east along the Holehaven Creek, south through the site and alongside River Thames. Within the loop would be footpaths, cycle routes, landscaping, water features and various features. The loop would also link to the proposed Holehaven Café location (also shown on the Illustrative Masterplan) which would be located as a second amenity facility for the site adjacent to Holehaven Creek.

Shellhaven Creek

- 1.36 Shellhaven Creek, the existing creek would be retained as a natural landscaped feature that runs through the site and contains ecology and biodiversity. Where necessary enhancements for beneficial ecological and biodiversity would be implemented.

Spine Road

- 1.37 The Spine Road would form a movement corridor through the site that would benefit from landscaping but also cycle and pedestrian routes to promote such uses off this main road.
- 1.38 The four Built Form Character Areas are explained as follows:

Sustainable Industries Park and Amenity Hub

- 1.39 The Sustainable Industries Park and Amenity Hub would appear as two areas.
- 1.40 The DAS explains that the Sustainable Industries Park land area would be located nearest the main entrance to the site towards the site's western boundary and the applicant identifies this as the gateway entrance to the site. The Illustrative Masterplan shows the retained chimney stack would be the main feature of this location with the street centrally laid out with plots for units on either side of the street, which is identified for car only traffic with HGVs accessing the rear locations of each plot as all plots in this location are shown to have dual frontages. The applicant's intention here is to allow for medium scale units with some larger scale units located to the east of the Sustainable Industries Park, and small units located to the north of the Amenity Hub.
- 1.41 The Amenity Hub would have a range of uses with two buildings envisaged to front onto the River Thames where Shellhaven Creek meets the river. To the north of the two buildings a car park area is envisaged with further lorry parking and commercial vehicle parking to west side of the road which runs through this area, to the west of the Amenity Hub.

Northern Edge

- 1.42 The most northerly part of the site is envisaged to have tall buildings, including stacks, all associated with energy uses which would be adjacent to the Thames Oil Port. Some large-scale energy uses are identified centrally with the Thames Enterprise Park site, north of the Spine Road. The proposed Park Loop would be located around the northern and eastern edge of this location.

River and Creekside

- 1.43 The central and south western part of the site is identified for manufacturing/storage and distribution uses with an area of energy uses to the far western part of this character area. The largest plots would be located in this character area and therefore some of the largest buildings are envisaged in these locations. The western part of this character area would have an access to Barkers Boulevard. The central location of this character area would include part of the Park Loop.

Perimeter Thames

- 1.44 The Perimeter Thames character area would be in two locations, the first would to south western boundary of the site with the existing rail sidings that would allow

access to the proposed rail terminal location and open storage, and the second part would be at the eastern side of the site comprising of an area for open storage uses.

- 1.45 The following sections expand and explain upon the proposed uses for this development, which influence the proposed Illustrative Masterplan and Design and Access Statement.

Commercial, Manufacturing and Logistics

- 1.46 The Planning Statement identifies that over half of the floorspace proposed through the re-development of the site would be for uses within Use Classes B2 (General Industrial) and B8 (Storage and Distribution). The Illustrative Masterplan shows how the proposed 272,500m² of floorspace could be distributed in a range of unit sizes. These are listed in the table above but from the Illustrative Masterplan these are shown in the south west part of the site, centrally, and to the western area of the site adjacent to the primary access to the site. The floorspace referred too would be secured and controlled through a planning condition.
- 1.47 The Development Plots Parameter Plan identifies the plot densities for these uses and identify that they would occupy plots E, F, J, N, P, Q, R and part of plot H.
- 1.48 The Building Heights Parameter Plan identifies that the maximum building heights would be up to 48.4m for Plots E, Q and R, and maximum building heights would be up to 23.4m for Plots F, H, K and P.
- 1.49 The Design and Access Statement identifies that three of the Built Form Character Areas would include the commercial, manufacturing/logistics uses and these are referred to as the Sustainable Industries Park and Central Hub, the Northern Edge, and the Thames and Shellhaven Creek. These three Built Form Character Areas would occupy about 75% of the site area.

Energy Park

- 1.50 The Planning Statement explains that the proposed would support up to 60,000m² of energy uses and technologies from Energy from Waste. The Land Use Parameter Plan and Illustrative Masterplan shows the energy uses would be located to the northern and central part of the site, and another area located to south western part of the site. The energy uses as shown on the Illustrative Masterplan include an anaerobic digestion facility (5,656m²), a biomass facility (3,309m²) and a water treatment facility (1,362m²).

- 1.51 The Design and Access Statement identifies that the energy uses would fall within two of the Built Form Character Areas and these are the Northern Edge and the western side of the River and Creekside area. The Design and Access Statement also identifies the opportunity for the use of hydrogen technologies within the site.
- 1.52 The Development Plots Parameter Plan identifies the plot densities for the energy uses and identifies that they would occupy plots D, J and Q.
- 1.53 The Building Heights Parameter Plan identifies that the maximum building heights would be up to 48.4m for all these energy plots and these uses may need stacks the height parameter allows for stacks up 103m but does limit the number of stacks to a maximum of 3 per plot, for plots D and J, 2 stacks for plot Q. Due to the proximity of Plot D to the nearby Shellhaven Creek any built form towards the creek would need to have a zone of reduced height to avoid overshadowing of the proposed landscaping and ecology planting to the creek, which is shown on the Building Heights Parameter Plan.
- 1.54 The proposed Energy Park locations are subject to the Inner COMAH Zone restrictions associated with the Shell Oil Storage tanks, The Calor Facility and the Intergen Power Station. The Energy Park locations have been chosen as they would have very low employment densities that would not affect COMAH land use restrictions (less than 100 employees).
- 1.55 The maximum output of energy from the quantum of proposed energy related development would be no more than 49.9MW so as to avoid qualifying as a Nationally Significant Infrastructure Project.

Amenity Hub

- 1.56 The Amenity Hub is identified as Plot H on the Development Plots Parameter Plan and is proposed to be the principle arrival and departure point for visitors to the site and for providing wider employment opportunities associated with the uses across the site. The Planning Statement states that the Amenity Hub would allow lunchtime uses for the surrounding employment uses and would include facilities such as a crèche, a concierge service and leisure facilities.
- 1.57 The Illustrative Masterplan shows that two hub buildings would be located to the south of the plot to maximise views towards the River Thames and across the Shellhaven Creek. The Hub buildings would provide for the following:
- Education facilities (including a crèche);
 - Conference facilities;
 - Training facilities;

- Hotel;
- Incubator Space/Research and Development; and
- Amenity Use (café/community/concierge/leisure facilities)

- 1.58 To the north of the Amenity Hub the Illustrative Masterplan shows an area for car parking with three buildings to the north of that, two associated with the hub uses and the third, a larger building is identified for either a manufacturing use (B2) or storage and distribution use (B8) based on the Illustrative Masterplan and the Land Use Parameter Plan. The Illustrative Masterplan shows the Amenity Hub would provide up to 15,238m² of floorspace, which also includes Plot H1 and two units identified for Research and Development Class B1(b) uses.
- 1.59 The Design and Access Statement identifies that this location would fall within the Sustainable Industries and Amenity Hub Built Form Character Area.
- 1.60 The Building Heights Parameter Plan would allow for buildings up to 23.4m.
- 1.61 The Green Infrastructure Parameter Plan shows how the Amenity Hub would link to the rest of the site but also larger areas of green space to east of the Amenity Hub adjacent to the river.
- 1.62 As the Indicative Phasing Plan shows the Amenity Hub would be delivered in phase 2 an interim measure is proposed for a Mobility Hub to allow delivery of the Travel Plan requirements. The applicant explains that this is likely to be a modular constructed building which can be agreed through the use of a planning condition.

Open Storage

- 1.63 The Land Use Parameter Plan and Illustrative Masterplan identifies two areas for open storage use, one to the western site boundary and one to the eastern part of the site. The open storage use would fall within Class B8 of the Use Classes Order. The Planning Statement explains that the open storage use would exclude commercial vehicle storage and any associated port related storage of containers carried by HGVs.
- 1.64 The Design and Access Statement identifies that this location would fall within the Perimeter Thames Built Form Character Area and is likely to comprise of the following uses/activities:
- Aggregate storage;
 - Mobile lifting equipment;
 - Shunting services (i.e. movement of trailers around the site or short distances by road);
 - Storage of construction material;

- Battery storage;
- Cargo handling;
- Reach stackers / heavy lifters;
- 18t forklift operating;
- Toilet facilities; and
- Disabled access.

- 1.65 The Development Plots Parameter Plan Plots A and S are identified for open storage uses.
- 1.66 Plot A is located adjacent to the secondary access to the site along Barkers Boulevard within an Inner COMAH zone and Development Proximity Zone associated with the Shell facility to the west. The Planning Statement explains that this open storage use would bring beneficial use of this otherwise redundant land. This plot is also identified for a lorry parking use.
- 1.67 Plot S is located to the east of the site and would represent a larger area of open space storage measuring 18 hectares
- 1.68 The Building Heights Parameter Plan would allow for storage up to 13m high for Plot A and 18.4m high for Plot S.

Gatehouse

- 1.69 The Illustrative Masterplan shows a gatehouse is proposed at the primary access to the site at the western point in the road which leads from the Manorway roundabout. The gatehouse would cover a floor area of 343m² and according to the Building Heights Parameter Plan would have a maximum height of up to 13m.
- 1.70 The Development Plots Parameter Plan show this location as Plot L which occupies two small areas of land either side of the proposed 'T' junction from the Manorway within the site.

Demolition

- 1.71 The site has been subject to significant demolition works prior to and during this application which were considered through previous prior notification of demolition applications. The description of development includes demolition to allow for removal of remaining buildings and structures. The majority of the site would be or is in the process of demolition. The only remaining structure from the site's previous use would be the existing landmark 115m high stack, which would be retained and used for site with the potential for advertisement branding and illumination. Along the southern side of the site two jetties within the red lined application would also

be retained and other jetties, outside of the site but accessed from the site would remain.

- 1.72 It should be noted that the Calor Gas site to the south east of the Manorway roundabout junction is located in the site area but this would remain as existing. Shellhaven Creek runs through the site but the creek would not be subject to any development, neither would the small parcel of land to the north west of the Manorway roundabout junction, which also falls within the site area. Road access would be maintained to the eastern part of peninsula where existing oil refinery uses remain outside of the site area.

Ground conditions and levels

- 1.73 The site is flat and low lying at an average elevation between 2m AOD and 2.5m AOD and has been subject to land contamination through past uses but the application includes a proposed remediation strategy, which would be through bulk recovery and treatment of soils that would allow for re-use of treated materials within the development and therefore would reduce the quantity of materials sent to landfill.
- 1.74 The application proposes surcharging of the land and increases the current ground levels by between 0.8m and 1.7m across the entire site. This would allow for finished floor levels of 3m across the entire site for Development Plots.

Drainage

- 1.75 The proposed surface water drainage strategy is to discharge all surface water runoff from roof's and hard surfaces into local drainage networks associated with each plot of land, alongside of water saving and re-use as stated below. Surface water from each plot would discharge into a site wide surface drainage network incorporating swales and pollution drainage interceptors, this would then outfall into the River Thames.
- 1.76 Foul drainage from the site would be managed via an onsite package treatment works that would discharge treated water into the River Thames via existing or new pumped outfalls.

Energy and Water Use

- 1.77 The 'Energy and Water Statement' states that to achieve site wide energy saving uses an 'Energy Champion' would be appointed to promote, encourage and review energy performance of proposals for site wide infrastructure and detailed building plans to ensure development maximise daylight, heating and cooling technologies.

Similarly, site wide water saving technologies would be used to reduce usage, re-use and recycle water and improve water efficiency through designs such as drought resistant planting in landscaping areas, irrigation systems, drinking fountains and wash down facilities that use recycled water.

External Lighting

- 1.78 The lighting scheme for the site would be designed at the detailed stage (reserved matters/condition) in accordance with the Institution of Lighting Engineers Guidance notes on reduction of obtrusive light, with specific external lighting for sensitive areas i.e. nearby ecology and nature conservation areas. Nevertheless an 'External Lighting Strategy' accompanies the application and proposes lighting for each of the land uses proposed through this development providing examples of lighting options and illuminance criteria specific for each use taking into account sensitive environments.

Health and Safety

- 1.79 The site is subject to a number of COMAH zones from within the site area and to the north and west of the site. To allow for development in some of the 'inner zones' the applicant proposes a condition which restrict uses. The proposal looks to allocate less sensitive development to such areas including open storage, lorry parks and energy related uses. Another condition is proposed to amend/revoke an existing Hazardous Substances Consent to facilitate the development but not until planning permission has been granted.

Landscaping and Ecology/Biodiversity

- 1.80 As identified in the Design and Access Statement there would be three Landscape Character Areas which are The Park Loop, Shellhaven Creek and Spine Road. These would provide landscaped areas and opportunities for benefiting ecology and biodiversity.
- 1.81 A Framework Landscape and Biodiversity Management Strategy (Appendix 7.5A) explains the proposed landscaping proposals in more detail. Future ecological mitigation and enhancement through the provision of new green infrastructure corridors around and across the site, and a long term management plan would be secured through the Framework Landscape and Biodiversity Management Strategy. The key aims of the Framework Landscape and Biodiversity Management Strategy are:
- To create a high-quality landscape setting to the development
 - To retain and enhance existing features and biodiversity

- To enhance attractiveness and sense of place of the landscape setting to the Development, and
- To soften and integrate the development within the surrounding landscape.

1.82 The Planning Statement explains that as part of a Design Code to be secured by a planning condition, together with other planning conditions, the key requirements of the Green Infrastructure Parameter Plan will be delivered in a phased manner to ensure appropriate levels of amenity space are available for benefits of employees.

1.83 All other the existing landscape areas around the site would be retained for their natural landscape appearance and ecology/biodiversity provision, with accompanying conditions.

Highway Improvements and Mitigation

1.84 The proposal includes identified works to the existing highway at three junctions. The TA, TA Addendum and Appendix S of the TA Addendum identifies that the three junctions are:

- Sorrells Roundabout – an additional lane on the roundabout and part of the westbound carriageway of The Manorway, roundabout lane changes and revised line markings
- A13/A1014 Junction – widening of part of A13 westbound carriageway off slip road from 2 to 3 lanes, changes to the roundabout lanes and markings, changes to the westbound carriageway lane markings of The Manorway leading up to the roundabout junction.
- A13/M25 Junction 30 – widening works to the westbound off slip road from the A13 to the roundabout junction and the widening of part of the roundabout. Both works would have revised lane markings

1.85 Speed Cameras - The TA and TA Addendum identifies that cameras would monitor both the 40mph and 50mph extents of the road along The Manorway (between the Sorrells roundabout and the site).

1.86 Sustainable Distribution Plan (SDP) is proposed to manage HGV (and LGV) traffic associated with the development with the aim of ensuring that HGV and LGV movements associated with the site can be minimised and appropriately managed. The SDP would be reviewed annually as part of the Travel Plan work.

1.87 The proposal would include HGV enforcement, and car and van enforcement measures to address potential traffic impacts upon local communities. The HGV enforcement would include weight restrictions for routes through Corringham and Stanford Le Hope and cameras would be installed in Corringham (Lampitts Hill and

High Road) and west of Stanford Le Hope on the London Road. For car and van enforcement to prevent rat running through Fobbing, Corringham and Stanford Le Hope a number of flexible measures would be used.

- 1.88 The proposal includes two areas of HGV Emergency Access Maintenance Crossover as required by the Council along The Manorway to the east of Sorrells roundabout. This also includes emergency diversion requirements at the The Manorway and Giffords Cross Road traffic junction.

Bus Service Improvements

- 1.89 The TA, TA Addendum and Appendix N of the TA explains that a complimentary service would be provided by TEP to connect to Basildon rail station. The proposal is to operate one bus from first occupation of TEP for first 4 years to Basildon with funding to provide a two bus operation for a further 6 years (10 year commitment). The Basildon bus route would serve Corringham and Stanford Le Hope as initially a one bus 1 hour service to be up scaled to a two bus 30 minute frequency subject to the operator and Travel Plan Committee requirements.

- 1.90 In addition to the Basildon bus route 1 of 3 other routes identified in the table below and would be introduced to cater for a wider employee catchment. Either one of the Routes A, B or C would be implemented from Year 5 as a two bus service operating hourly.

Route	Route	Hours of operation	Time
A	TEP to Upminster Upminster to TEP	5am to 11pm	35-40 minutes
B	Brentwood to TEP TEP to Brentwood	5am to 11pm	30-45 minutes
C	Chelmsford to TEP TEP to Chelmsford	5am to 11pm	26-40 minutes

Active Travel Routes (Corridors)

- 1.91 Two Active Travel Routes are proposed and are designed to encourage travel by sustainable modes and these routes involve various works including improvements to pedestrian footways and the provision and upgrade of cycle ways. All shared and upgraded routes would include a 3m wide shared pedestrian/cycle way. The two routes are detailed below:

Routes	
To and from Basildon	Five Bells to The Manorway via Southend Road,

	Lampitts Hill, Woodbrook Way, Fobbing Road, Church Road and Rockery Hill
To and from Stanford Le Hope	The Manorway to Stanford Town Centre via Hardie Park to Southend Road/ Southend Road to Victoria Road

Sustainable Transport Measures

- 1.92 The proposal would include the following sustainable transport measures:
- 1.93 Pool bike scheme – The proposal is to provide up to 100 e-bikes. It is proposed to introduce 50 bikes at 5 docking stations and then increase this to 100 bikes at 10 docking stations, which include docking stations at the site, in Corringham and Basildon, and at local railway stations (Stanford Le Hope, Pitsea and Basildon).
- 1.94 Car Club - The proposal is to provide free membership of a car club for 3 years to be run by a car club operator. Each employee using the site as a member of the car club would have priority parking spaces on site. This allows for people to drive the same vehicle and allows people to go off site without the need to use their own private vehicle. The proposal would initially provide three (3) car club spaces and vehicles from first occupation with this increasing with demand.
- 1.95 Car Sharing/Pooling – The proposal is to provide car pooling/car sharing, which is where a driver gives lifts to other passengers and this would be promoted by the Community Concierge Service as part of the Travel Plan. Modern technology includes apps that can be used for this service.

Travel Plan

- 1.96 The proposal includes Site Wide Framework Travel Plan (Travel Plan) and the primary aim of the Travel Plan is to provide the opportunity for travel to the site by modes other than the private car and in particular single occupancy car trips. The Travel Plan would therefore encourage sustainable travel by encouraging increased use of buses, public transport, walking and cycling.
- 1.97 The Travel Plan will set targets over a period of time to meet with modal split requirements set out in the Transport Assessment, which seeks to achieve 30% of staff and visitor trips to the site are made by alternatives to private single occupancy car usage.
- 1.98 The Travel Plan identifies the requirements for the management of the Travel Plan to be set up through a Site Wide Travel Plan Co-ordinator, an Occupier Travel Plan Co-ordinator and a Travel Plan Committee (similar to how London Gateway

operates). The Travel Plan Co-ordinators would for site wide and individual occupied sites administrate travel information and planning for staff and users of the site. The Travel Plan will deal with the funding and other arrangements for the Site Wide Travel Co-ordinator, as well as the other Travel Plan Co-ordinators.

- 1.99 One of the main roles for the Travel Plan Co-ordinators will be the on-going promotion and monitoring work associated with the travel incentives. These include the Active Travel Corridors, bus services, car club, car sharing/pooling, wayfinding and bike sharing. Further monitoring work would include provision of questionnaire surveys, a commitment to undertake annual surveys, monitoring reports to and attendance at the Travel Plan Committee. The Travel Plan would be reviewed and updated annually.

Parking Strategy

- 1.100 As an outline application the exact parking layout details will need to be determined through the reserved matters for each plot/phase. The Illustrative Masterplan shows areas of parking throughout the proposed development to provide a guide to how all forms parking would be provided.

Car Parking

- 1.101 The applicant's Travel Plan recognises that a parking strategy is required to inform the future reserved matters and this would allow for disabled spaces, car club spaces, car sharing spaces, electric vehicle charging points and a vehicle management plan. The TA estimates that the proposed level of car parking needs is based on a Car Parking Accumulation Assessment, which identifies that the development would require 1,437 car parking spaces.
- 1.102 The Illustrative Masterplan shows the potential layout of the site with parking areas shown for each Development Plot

Cycle Parking

- 1.103 For cycle parking the TA explains that a minimum number of 676 cycle parking spaces would need to be provided and require further information to be provided for each Development Plot through the reserved matters including parking for powered two wheelers, electric bikes and electric scooters.

Lorry Parking

- 1.104 The Land Use Parameter Plan and Illustrative Masterplan shows there would be 3 dedicated lorry parks to serve the future users of the site on Development Plots B,

G and Q from the Development Plots Parameter Plan. In addition to this Plots R and S from the Land Use Parameter Plan show further lorry parking zones. Plot A is identified for lorry parking and/or open storage.

1.105 The proposed 3 lorry parks and shown on the Illustrative Masterplan and would provide lorry parking spaces as follows:

Plot	Lorry Parking Spaces
B	93
G	66
Q	59

1.106 Plots A (also could be used for open storage) and B are located within an area of the site affected by the Development Proximity Zone and Inner COMAH zone associated with the Hazardous Substances consent at the Shell Oil terminal to the west to avoid any permanent occupied structures that would be otherwise restricted by the HSE COMAH Regulations. The lorry park on Plot G from the Development Plots Parameter Plan would be adjacent to the Amenity Hub. The Illustrative Masterplan identifies a possible small amenity building to serve the Plot G lorry park.

1.107 These lorry parks have been designed to also accommodate other users from outside of the site to alleviate any HGV parking issues along the Manorway.

1.108 Each Development Plot associated with the proposed manufacturing/general industrial uses (Class B2) and the storage and distribution uses (Class B8) would provide for on-site lorry parking facilities.

Coach/Bus/Visitor Parking

1.109 The Illustrative Masterplan shows the coach, bus and visitor parking would be located in Plot G2 and further parking would be provided in Plot H to the north of the Amenity Hub area.

1.110 All plots would have space to accommodate all vehicle and lorry parking and the Illustrative Masterplan shows how the parking arrangements could be laid out.

Electric Vehicle Charging Provision

1.111 The applicant is looking to secure electric vehicle charging points throughout the development through a planning condition.

Servicing and Refuse Strategy

1.112 As an outline application the precise servicing and waste collection arrangements would need to be determined through the reserved matters and therefore a planning condition will require the submission of such information through the reserved matters.

Construction and Phasing

1.113 The 'Indicative Development Phasing Plan' shows that the site would be developed out over six phases over a likely development period of 13 years as follows:

Phase	Floorspace per Phase	Likely Year of Delivery
1	107,265sqm	2022-25
1b	16,138sqm	2026
2	61,278sqm	2026-28
3	53,032sqm	2029-31
4	107,787sqm	2032-35
5	0sqm	2035

Planning Obligations

1.114 The table below provides a list of planning obligations offered by the applicant through this proposed development:

Commitment	Description
Employment, Education and Skills	An Employment, Education and Skills Strategy
Transport Junction Improvements	Off Site Highway Works 1. Sorrells Roundabout improvements 2. A13/A1014 improvements 3. M25 junction 30 improvements
Highway Safety Measures	1. Average Speed Cameras
Active Travel Corridors	1. TEP to Stanford-le-Hope rail station via The Manorway 2. TEP to Basildon (A13 five bells interchange)
Pool e-Bike Scheme	100 Bikes, 10 bicycle docking stations, an e-bike hire scheme

Commitment	Description
Bus Services	Operate first bus route and then operate second bus route from one of 3 routes.
Car clubs	Provision of car club
Carpooling/Car Sharing	Promotion of Carpooling/Car Sharing
Travel Plan	Appointment of a Travel Plan Co-ordinator and creation of a Travel Plan Committee to monitor and promote sustainable transport modes

Environmental Impact Assessment (EIA) Development

- 1.115 The development requires an Environmental Impact Assessment (EIA) and this assessment is detailed with the Environmental Statement (ES) within the application. The ES considers the environmental effects of the proposed development during construction and during the operational phase (when built and occupied) and includes measures either to prevent, reduce or offset any significant adverse effects on the environment. The ES is accompanied by the figures, technical appendices referred to above.
- 1.116 The Council has a statutory duty to consider environmental matters and 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.
- 1.117 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.
- 1.118 Prior to the submission of the application, and in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations, the applicant applied to the local planning authority for a formal screening opinion (17/00223/SCR) which was determined on 7 March 2017 that an EIA is required.

This was followed by a formal scoping opinion (18/00236/SCO) to confirm the content of information to be provided in the ES, and this was determined on 30 March 2017 with the adoption of the formal scoping opinion.

1.119 Since submission of the application in September 2018, the local planning authority has received further information in regard to highways information in December 2018, a rebuttal to the consultation responses in March 2019 and an ES Addendum with revised and updated parts of the ES and updated statements/parameter plans in May 2019, all subject to further consultation. Since then, further information and another ES Addendum was then submitted and subject to consultation in December 2019. In February 2021 revised information and new ES Addendum's replacing previous Addendums and updating the majority of chapters of the ES were provided and were subject to further consultation. Since then, in late January 2022 revised information including a Transport Addendum and new ES Addendum's replacing previous Addendums and updating some chapters of the ES were provided and were subject to further consultation. This information has advertised in accordance with the requirements of the Regulations.

1.1 SITE DESCRIPTION

1.120 The application site is irregularly shaped and measures 167 hectares of previously developed land formerly occupied by the Coryton Oil Refinery until the refinery closed in 2013. Since its closure the majority of former oil refinery buildings and structures have been demolished and site clearance works are or have taken place, with areas of the site levelled.

1.121 The site is located in the south east corner of the Borough at the end of The Manorway to the east of the settlements of Corringham (4km away) and Stanford Le Hope (8.1km away). To the north and east of the site is the Thames Oil Port. To the west is a gas fired power station, an oil distribution depot and the London Gateway port and logistics park. There are also smaller scale uses to the western site boundary. Beyond the existing built environment to the north is open grassland and marshland. To the south of the site is the River Thames. The nearest residential properties are located in Fobbing (2.3km) and Corringham (2.9km).

1.122 The site is distant from the nearest existing public transport hubs in Corringham and Stanford le Hope. Stanford le Hope provides the nearest railway station and bus station hub but is 8.1km from the site. The closest bus stop to the site is located in Corringham and is 4.75km from the site. Both centres to these settlements provide a range of local services, facilities, amenities and include bus routes, and for Stanford Le Hope, a railway station.

- 1.123 The principle vehicular access to the site is via The Manorway. There are rail sidings in the area, which border the southern site boundary and pass-through part of the northern area of the site. These rail connections are for freight use only and pass through the London Gateway port site before joining with the main line rail network near Linford to the west. The site provides river connections via a number of jetties that project into the tidal areas of the River Thames. A public right of way (PROW) extends from the Manorway roundabout across Fobbing Marshes and connects with several PROWs which connect to Fobbing and Corringham
- 1.124 The site lies within a high-risk flood zone (Flood Zone 3a) but is safeguarded from tidal flooding by the existing sea wall defences. The site is located within close proximity of three Sites of Special Scientific Interest (SSSI) and these are the Holehaven Creek (to the eastern site boundary), Vange and Fobbing Marshes (to the north) and Canvey Wick (to the east). 1.4km from the site is the Thames Estuary and Marshes Special Protection Area (SPA). Also the Manorway Fleet Reed Bed Local Wildlife Site (LWS) falls within part of the site. To the north of the Manorway is Green Belt land and a marshland landscape.

1.2 RELEVANT PLANNING HISTORY

- 1.125 The site has an extensive planning history, and the following table provides the most recent and relevant planning history to this application:

Reference	Description	Decision
14/00895/DMI	Prior notification of proposed demolition (Part 31 of the Town and Country Planning (General Permitted Development) Order 1995).	Approved 21.10.2014
16/00115/DMI	Demolish the remainder of the refinery process units and associated buildings down to grade level. The scope included in this project is the demolition of mainly storage tanks, pipework, buildings and ancillary equipment. Buildings include, Local Operating Houses (LOH), redundant Electrical switch houses, the workshops, stores and general offices.	Approved 26.02.2016
16/01634/SCR Remediation Scheme	Request for EIA Screening Opinion for an Environmental Impact Assessment for the proposed remediation of land at the former Coryton Oil Refinery	No EIA required 09.12.2016
17/00194/FUL Remediation	Full planning application for the demolition of existing structures, stockpiling of inert material, excavation and treatment of contaminated soils,	Approved 15.09.2017 Following

Scheme	creation of a temporary bio-remediation compound, and associated ecological mitigation landscaping.	committee resolution to approve on 20.04.2017
17/00223/SCR Masterplanning of the whole site	Request for Environmental Impact Assessment (EIA) Screening Opinion: For industrial, storage and distribution and energy and waste uses on land.	EIA required 07.03.2017
17/00236/SCO Masterplanning of the whole site	Request for Environmental Impact Assessment (EIA) Scoping Opinion: For industrial, storage and distribution and energy and waste uses on land.	Scoping Opinion adopted 30.03.2017
18/01182/FUL	Temporary (four years) planning permission for change of use for open storage of containers and HGVs, ancillary port cabins and car parking	Approved 21.12.2018
18/01193/NMA Non material amendment to Phase 1 Remediation Scheme	Non material amendments to planning permission 17/00194/FUL - change in location of the treatment compound (substitution of plan 001A with new plan 15048.PL01.B) (Full planning application for the demolition of existing structures, stockpiling of inert material, excavation and treatment of contaminated soils, creation of a temporary bio-remediation compound, and associated ecological mitigation landscaping.)	Approved 04.10.2018
19/01804/FUL	Construction of internal roads and associated utilities including two electricity substations, drainage including a pumping station and landscaping on the southwestern portion of the former Coryton Oil Refinery	Approved 03.08.2020
20/00226/FUL	Processing, stockpiling and storage of imported soils to a maximum volume of 90,000m ³ and up to 5m height above ground level in the southwestern part of the Thames Enterprise Park	Pending Consideration
20/00359/FUL	Use of land for open storage (use class B8), construction of internal roads and associated utilities, vehicle parking, drainage, landscaping and means of enclosure on the southwestern portion of the former Coryton Oil Refinery	Pending Consideration
20/00760/DMI	Proposed demolition of 14 industrial buildings	Approved 20.07.2020

	and structures.	
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1.3 CONSULTATION AND REPRESENTATIONS

1.126 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

1.127 PUBLICITY:

This application has been advertised by way of individual neighbour notification letters, press advert and public site notice which has been displayed nearby. The proposal has been advertised as a major development, as accompanied by an ES and as a departure to the development plan.

4 objections raising the following concerns:

- Access to the site
- Additional traffic and traffic impact
- High traffic volumes including HGV movements
- Unlikely to see electric HGVs
- Road integrity – damage to the highway
- Demand for a Canvey link
- No capacity on network for rail traffic use
- Employment – number of jobs understated and would be more like 8,000 and associated traffic
- Pollution – air quality, noise and vibration
- Power generation
- Environmental Pollution
- Litter/smells
- Loss of Amenity

DPW London Gateway object for the following reasons:

- Planning policy context – TEP is not referenced in CSSP2 as identified in the application so is not part of the London Gateway key strategic employment hub, and there is a need for a sequential test for proposed uses (leisure and retail) that are main town centre uses.
- Highways - Cost of proposed mitigation to Sorrells roundabout and Manorway interchange - question whether the financial contribution is sufficient.
- Highways - the stage 1 Road Safety Audit response from the designer on the applicant's team is not appropriate and proposed junction improvement

needs to be 'tracked' for movements of HGVs to meet the swept path analysis.

- Restrictions on Open Storage Uses – note the proposed condition that is being considered for vehicle movements to the open storage use but still require a condition to prevent shipping container storage on the proposed open storage land plot. The conditions are necessary in DPW London Gateway's opinion regarding the traffic impact and mitigation measures (including the timing of mitigation) upon the Sorrells roundabout and Manorway interchange.
- Economic Impact - Not enough consideration has been given by the Local Highway Authority to the economic impacts of traffic congestion from the proposed development, especially taking account of the future Thames Freeport. There is a need to consider this impact through the Port National Policy Statement (PNPS) as a material consideration otherwise this would leave the impacts open to challenge.
- Impact upon the Strategic Road Network - Share the concerns of the Port of Tilbury regarding the impact on the strategic highway network as the information within the application does not consider the traffic impacts upon the strategic road network sufficiently with regard to the A13 and A13/M25 junction 30 along with the accuracy of the applicant's traffic modelling.
- Ecology, noise and air quality all require clarification as the ecological assessment is not appropriate or clear, noise for the DMRB short term and long criteria has been incorrectly implemented, the assumed height of stacks appear extremely tall given the site's projected energy generation capacity.
- Drainage, insufficient information to assess the impact of the foul drainage on the water environment.
- All buildings should achieve a BREEAM Outstanding unless demonstrated that is not feasible.
- Suggest a condition securing mezzanine floors contribute towards the total permitted floorspace imposed, similar to the provision applied to the LDO.
- Cumulative impact assessment – The proposal has understated committed development flows associated with London Gateway Port and Logistics Park. No assessment of Thames Oilport and unclear on the extent of how Tilbury 2 has been taken into account,
- Mitigation – is uncertain in terms of its detail, timing of implementation and effect.

DPW London Gateway Travel Plan Committee raise the following points

- To encourage collaboration between operators of the TEP Mobility Strategy and the London Gateway Travel Plan Committee to promote greater take up of sustainable modes of travel.

Port of Tilbury object for the following reasons: -

- Weight of concerns elevated by the designation of the Thames Freeport, which would result in congestion on the strategic road network due to inadequate mitigation of traffic arising from TEP
- Concerns about the impact of the development on journey times between the A1089 and M25 junction 30 – new data does not provide direct comparison to previously shown delays of 7-8 minutes on this journey
- Additional assessments show increased journey times and queues in all three assessment periods following the proposed mitigation at M25J30
- It is clear that there will be an impact which in the context of overall traffic conditions is notable and hence 'severe' in terms of the NPPF.
- No assessment of the A1089/A13 interchange has been undertaken but the applicant states simply that National Highways has not asked for this, but PoTLL consider this to be essential.
- Data is provided on the number of additional vehicles using the A1089/A13 interchange but this does not take account of increases on the A13 mainline which are a key component of any assessment. It does not demonstrate that there is limited impact.
- No breakdown of traffic data to check with the Tilbury 2 DCO.
- The ES does not assess the environmental impact of worsening traffic conditions at M25 jct 30.
- Lack of consideration of the impact of TEP with the Lower Thames Crossing.
- Disappointed the application remains silent on the future use of jetties both during construction and operation. A river freight plan should be produced. River use for the construction would minimise movements of material on the road network.

1 support (Greenergy)

- The proposed development with mixed use hubs will create a vibrant community that will attract quality workforce to the area

1.128 ANGLIAN WATER:

No objection as the proposed method of surface water management does not relate to Anglian Water. On this basis, Anglian Water can confirm this is outside our jurisdiction for comment and the Planning Authority will need to seek the views of the Environment Agency. It is noted that the foul drainage would be via a private package treatment works in reference to Flood Risk Assessment 5.2.2 and therefore, this is out of our jurisdiction to make comment.

1.129 ASSET MANAGEMENT:

No response.

1.130 BASILDON BOROUGH COUNCIL:

No response.

1.131 BRITISH PIPELINE AGENCY:

No objections subject to a condition requiring the developer to liaise with the British Pipeline Agency in advance of any construction works that may affect the pipelines.

1.132 BUGLIFE:

Objects to this planning application on the following grounds:

- (i) Loss of Open mosaic habitat on previously developed land
- (ii) Impact on Priority invertebrate species and a regionally important invertebrate assemblage in the Thames Estuary Important Invertebrate Area, linked to the adjacent Canvey Wick SSSI and Northwick Farm and Sea Wall LWS
- (iii) Inadequate mitigation proposals

1.133 CADENT GAS:

The applicant should be made aware of apparatus within close proximity of the site.

Affected Apparatus

The apparatus that has been identified as being in the vicinity of your proposed works is:

- High or Intermediate pressure (above 2 bar) Gas Pipelines and associated equipment
- Electricity Transmission overhead lines
- Above ground electricity sites and installations

As your proposal is in proximity to apparatus, we have referred your enquiry / consultation to the following department(s) for further assessment:

- Land and Development Asset Protection Team (High Pressure Gas Transmission and Electricity Transmission Apparatus)

1.134 CASTLE POINT BOROUGH COUNCIL:

The Council supports the proposals for the redevelopment of the former oil refinery site and welcomes the significant investment it represents in the economy of South Essex. In particular the Council notes and supports the considerable investment in supporting infrastructure providing access to and from the site.

However, it is source of considerable regret that the development appears to rely

exclusively on access being taken solely to and from the west of the site and completely disregards the significant opportunities which would be presented to the development if it were to be connected via a short road bridge to Northwick Road on Canvey Island to the east.

The benefits from such a connection include quick and convenient access to the strategic road network to the east and north via the A130, a significant and growing business community located nearby at west Canvey which would be able to interact with the new business opportunities at this site, and a significant workforce located at Canvey Island to support the development.

1.135 CIVIL AVIATION AUTHORITY:

No response.

1.136 CORRINGHAM AND FOBBING FORUM:

No response.

1.137 DEFRA:

No response.

1.138 ECONOMIC DEVELOPMENT AND EDUCATION (COMBINED):

No objection subject to a Local Employment and Skills Plan for the construction and operational phase to be provided through a s106 agreement to provide training providers and local labour agencies, training opportunities, promotion of apprenticeships, promote employment to Thurrock residents

1.139 EMERGENCY PLANNER:

No objection subject to a condition requiring a Site-Specific Flood Warning and Evacuation Plan (FWEP).

1.140 ENVIRONMENT AGENCY:

No objection subject conditions for flood risk, piling, contamination and remediation to reasons to minimise pollution risk to the water environment. An Environmental Permit is required for foul drainage connections if there is no mains public sewer serving the site.

1.141 ENVIRONMENTAL HEALTH:

No objection with regards to construction, contaminated land, operational noise and air quality but recommend planning conditions requiring:

- a Construction Environmental Management Plan;
- remediation of contaminated land;
- limiting noise to 60dB at the site/plot boundary and noise mitigation scheme for the proposed hotel; and
- Air quality modelling in location of the proposed hotel to identify whether mitigation is required through mechanical ventilation.

1.142 ESSEX AND SUFFOLK WATER :

No objection as there is a water main within the site. The forecast is for a surplus of water supply to demand in the area

1.143 ESSEX COUNTY COUNCIL ARCHAEOLOGY:

No objection subject to a condition requiring a written scheme of investigation has been secured, a mitigation strategy secured, and a post excavation assessment provided.

1.144 ESSEX COUNTY COUNCIL HIGHWAYS:

No response.

1.145 ESSEX COUNTY COUNCIL PLANNING TEAM:

Supports the re-use of this site for appropriate commercial uses in principle, provided that the potential cross-boundary implications of the proposals must be taken into account and, where possible, effectively mitigated against. ECC would welcome the opportunity to engage further with Thurrock Council and the applicant to address the potential cross-boundary implications identified in our response. Planning obligations are sought towards Early Years and Childcare.

1.146 ESSEX FIELD CLUB:

No response.

1.147 ESSEX FIRE AND RESCUE:

No objection as the building works would need to comply with the Building Regulations.

1.148 ESSEX POLICE ARCHITECTURAL LIAISON OFFICER:

Advise that Secured By Design (SBD) shall need to be applied as an enabled for security requirements and can support the BREEAM accreditation process. Advise that SBD should be applied to the access to the site, lighting and CCTV, and public realm/open space. Advise that the proposal meets Crime Prevention Through Environmental Design (CPTED) be applied to the design of all individual units within the development.

1.149 ESSEX WILDLIFE TRUST:

Object for the following reasons:

- Inadequate survey effort in respect of black-tailed godwits and other overwintering birds
- Insufficient information to conduct an Appropriate Assessment
- Loss of open mosaic habitat and impacts on priority invertebrates
- Lack of mitigation strategies to offset impacts from noise, lighting and pollution
- Lack of commitment to achieve a net gain in biodiversity

1.150 FLOOD RISK ADVISOR:

No objection subject to conditions requiring further details of the surface water management systems and future maintenance and management plans for the systems.

1.151 HEALTH AND WELLBEING GROUP:

No response.

1.152 HIGHWAYS:

No objections subject to conditions and obligations.

Overall, the Applicant's Transport Assessment (TA) and accompanying notes and addendums portrays a positive opinion towards the potential traffic impact from this development proposal and suggests this is achieved by measures to decrease car borne traffic movements by using other modes of transport, including walking, cycling, public transport, car club's etcetera. The potential impact on the highway network is significant and the evidence seems to concentrate on mitigation to promote alternative trips for staff movements, rather than robust assessment and mitigation of key junctions.

It is clear that this development without suitable mitigation will have a significantly adverse impact on the highway to and from the Strategic Road Network (SRN), particularly in regard highway safety. In particular the TA seems to lack detail on the potential impact of large vehicular traffic and freight movements and the resilience of the A1014 link to manage these significant flows. It is clear from the development proposals that the development will impact on the highway and will potentially increase queue lengths at key junctions particularly around Stanford le Hope/Corringham, the A13 and the M25, being contrary to PMD9 Road Network Hierarchy and PMD10 Transport Assessment and Travel Plans.

However, a package of mitigation is proposed by the applicant, and can bring the traffic impact to an acceptable level in line with Council policy and for the development to be considered to not have a severe impact under the Government's National Planning Policy Framework. Nonetheless, this is marginal case in terms of acceptability and relies on a significant gear change of modal split for it to be achieved.

As such if you are minded to approve this application there will be a requirement to implement or contribute mitigation measures to mitigate the harm from this development and these will need to be submitted and secured either by planning condition or Section 106. There will also be a need to consider alternative options for freight transport, such as by river and rail and it is crucial for movements between this site and the London Gateway sites are minimised on the local highways network.

1.153 NATIONAL HIGHWAYS:

No objection as since the holding objection issued by National Highways in September 2021 further modelling work has been undertaken. The proposal would have a material and significant impact at M25 junction 30 without mitigation. A scheme of mitigation primarily to the A13 west bound off slip at M25 junction 30 was agreed and has been subject to a road safety audit. There are already mitigation proposals at M25 junction 30 from two other committed developments; Tilbury 2 DCO and Purfleet Regeneration Project. Therefore, there is a need to ensure coordination of these proposals alongside that of TEP and the other mitigations within the Junction 30 model. National Highways are currently reviewing whether A13/A1014 to the London Gateway Port would be subject to future trunking. In addition, National Highways are developing the Lower Thames Crossing which will include a connection to the A13 to the west of the proposed Thames Enterprise Park.

National Highways recommend conditions regarding the implementation of agreed

mitigation at M25 junction 30, approval of such mitigation through further road safety audits, submission and approval of a construction traffic management plan, signing strategy for the strategic road network, and a Travel Plan.

It is requested that conditions are imposed are not subsumed into an s106 agreement. Mitigation proposals involve work to the public highway that can only be undertaken within the scope of a legal agreement (normally a s278 agreement under the Highways Act) between the applicant and national highways, and as necessary with the local highway authority. Planning permission in itself does not permit these works.

1.154 HEALTH AND SAFETY EXECUTIVE (HSE) – COMAH INSPECTORATE:

Do not advise against the granting of planning permission subject to conditions in regard to the proposed Development Plots as defined in Parameter Plan 2 as the site is in and within Major Hazard sites and Major Pipelines as listed below:

Planning (Hazardous Substances) Consented sites:

- Morzine (UK Branch) Ltd within the eastern part of the site
- Coryton Advanced Fuels Ltd within the centre of the site but outside of the red line
- Calor Gas Ltd within the north west part of the site
- Shell UK Oil Products Ltd to the west of the site

Major Accident Hazard Pipelines;

- Calor Gas Ltd: Coryton Filling Plant – Canvey LPG Pipeline
- InterGen (UK) Ltd: Butts Lane to Coryton Energy Power Station
- Calor Gas Ltd: Shell Haven to Coryton LPG Pipeline

1.155 HEALTH AND SAFETY EXECUTIVE (HSE) – EXPLOSIVES INSPECTORATE:

Do not advise against the granting of planning permission. The London Gateway Port is subject to an explosives licence with an existing coverage area of safeguarding distance (SD3) that would affect a number of plots at the application site. London Gateway have made an application to vary the existing explosives licence to reduce the explosive quantities at Berths 1 and 2, which are nearest to the application site. If approved the varied explosives licence would reduce the coverage area of existing safeguarding distance (SD3) that currently affects the application site. The licence variation would mean that only Plots B (lorry park) and C (rail terminal) as shown on the applicant's plans would fall within a reduced coverage area of safeguarding distance (SD3) therefore lessening the impact upon the application site.

1.156 KENT AND ESSEX FISHERIES:

No response.

1.157 LANDSCAPE AND ECOLOGY ADVISOR:

No objections but comments as follows:

The Landscape and Visual Impact assessment of effects is appropriate but appropriate landscape planting is needed to reflect that the site is part of the open expansive coastal grazing marsh associated with the estuary location. The Framework Landscape and Biodiversity Management recognises this, and the principles set out in the document are appropriate but a management body will need to be established.

Parameter Plan 4 illustrates the green infrastructure corridors, but this should only be seen as core provision with further measures delivered through the reserved matters for each phase. The Design and Access Statement seeks to create a new destination, but it is essential that access is managed to ensure disturbance of wintering birds using the SSSI does not occur.

Measures to mitigate the visual adverse effects, particularly for Plot S the new open storage use, must be incorporated into the Design Code. There is also the need to secure the landscape principles and green infrastructure elements in the Design Code.

For ecology, wintering birds use the Holehaven Creek and includes internationally significant numbers of block-tailed godwit and national numbers of Avocet. The potential impacts on the SPA and SSSI include direct effects caused from land loss and indirect effects including noise, dust and air pollution, human disturbance and shading but it is considered that there would be no direct effects on the SPA due to its distance from the Development (1.5km at the closest point). The issue of shading raised at pre-app has been addressed as the shade modelling would not result in tall structures having any adverse effects. Based on a thorough assessment of the ecological information that has been provided it is considered that it is possible to conclude that the scheme will not have likely significant effects if the avoidance and mitigation measures that have been set out are followed. It is proposed to produce an Ecological Design Strategy and an Operational Method Statement to ensure that the detailed design considers the mitigation requirements that are required, and this will need to be conditioned.

The applicants HRA report to inform the HRA recognises that there will be increased human activity, noise and lighting associated with the operation of the open storage (Plot S).

Planning conditions are required for:

- A site wide landscape masterplan including details of proposed planting and suitable habitat features and a timescale for delivery;
- A detailed green infrastructure plan identifying SuDS, access and visitor provision and the timescale for delivery including details of access to the creeks to prevent significant effects on wintering birds;
- A revised Landscape and Biodiversity Management Strategy is required to provide details as to how the measures will be delivered;
- An Ecological Design Strategy and an Operational Method Statement; and
- A Construction Environmental Management Plan will be required which incorporates the requirements of the avoiding and mitigating the effects as detailed in the ecological impact assessment and HRA including the proposed 100m and 250m zones

1.158 LISTED BUILDINGS/CONSERVATION OFFICER:

No objection subject to a condition requiring building recording is recommended.

1.159 MARINE MARITIME ORGANISATION:

No response.

1.160 MEDWAY COUNCIL:

No response.

1.161 NATIONAL GRID:

No objections. The site is in close proximity to a High Voltage Transmission Overhead Line.

1.162 NATURAL ENGLAND:

No objection subject to:

- protection against contaminants and spillage into watercourse that could directly impact invertebrate populations and black tailed godwit;
- A mitigation strategy to protect godwits from noise and light disturbance.
- A revised lighting strategy to protect external spillage onto estuarine habitat, including Holehaven Creek SSSI.

- A plan to provide environmental net gain.

The information provided in the application is sufficient to demonstrate through a Habitat Regulations Assessment that no adverse effect to the integrity of European sites, including functionally linked land.

1.163 NETWORK RAIL:

No objection subject to no encroachment onto Network Rail land.

1.164 NHS ENGLAND:

No response.

1.165 PORT OF LONDON AUTHORITY:

No objection in principle, a river freight plan should be provided to allow use of the existing jetties and could be conditioned. Jetties could be used for the open storage use on the eastern part of the site. A site wide design code would be welcomed along with opportunities to access the river including two conditions requiring lifesaving equipment on land within the foreshore and the need for a lighting strategy.

1.166 PUBLIC HEALTH OFFICER:

No objection.

1.167 PUBLIC FOOTPATH OFFICER:

Public Footpath 191 as a Definitive Route and shall need to remain open for use and not be obstructed or diverted in anyway. Within the Active Travel report it is recognised that most issues of access leading to the above Public Footpath from the A1014 Manorway would be enhanced.

1.168 REGENERATION OFFICER:

No response.

1.169 RSPB:

The RSPB currently objects to this application as the impact of the development on the adjacent Holehaven Creek Site of Special Scientific Interest (SSSI)/proposed Special Protection Area (pSPA), Thames Estuary and Marshes SPA1/Ramsar2 site

and the Benfleet and Southend Marshes SPA, have not been adequately assessed.

The information presented in the Ecology and Nature Conservation chapter seriously underplays the ornithological significance of Holehaven Creek for black-tailed godwits, which at times has supported 8% of the world population

1.170 STANFORD FORUM:

No response.

1.171 STRATEGIC TRANSPORT MANAGER:

No objection subject to the delivery of conditions and agreements under section 106 to mitigate the impacts that a development of this magnitude is likely to have on the network performance, the environment and the quality of life of the local communities. Policy PMD10 introduces the Transport Assessments and Travel Plans as tools to encourage safe, healthy and sustainable travel options. By reducing car travel, Travel Plans/ Assessments can improve health and wellbeing, free up car parking space, and make a positive contribution to mitigating adverse impacts on the transport system, the environment and amenity. The Travel Plan and Mobility Strategy submitted compiles the measures to provide the opportunity for travel to the site by modes other than the private car and in particular single occupancy car trips upon which the following conditions are made.

1.172 THURROCK BIODIVERSITY ACTION GROUP:

No response.

1.173 UK POWER NETWORKS:

No response.

1.174 URBAN DESIGN OFFICER:

No objection subject to further information being provided and secured through planning conditions, in particular a detailed Design Code condition and the need for the development to achieve sustainability measures.

1.4 POLICY CONTEXT

1.175 National Planning Policy Framework

The revised NPPF was published on 20 July 2021 and sets out the government's

planning policies. Paragraph 2 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 11 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:

- 2. Achieving sustainable development
- 4. Decision-making
- 6. Building a strong, competitive economy
- 7. Ensuring the vitality of town centres
- 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 places
- 13. Protecting Green Belt land
- 14. Meeting the challenge of climate change, flooding and coastal change
- 15. Conserving and enhancing the natural environment
- 16. Conserving and enhancing the historic environment

1.176 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
- Conserving and enhancing the historic environment
- Design: process and tools
- Determining a planning application
- Effective Use of Land
- Environmental Impact Assessment
- Flood Risk and Coastal Change
- Hazardous Substances
- Historic Environment

- Land affected by contamination
- Land Stability
- Light pollution
- Natural Environment
- Noise
- Planning obligations
- Renewable and low carbon energy
- Transport evidence bases in plan making and decision taking
- Travel plans, transport assessments and statements
- Use of Planning Conditions
- Viability
- Waste
- Water supply, wastewater and water quality

1.177 Local Planning Policy Thurrock Local Development Framework (2015)

The “Core Strategy and Policies for Management of Development Focused Review: Consistency with National Planning Policy Framework Focused Review” was adopted by Council on the 28th February 2015. The following policies apply to the proposals:

OVERARCHING SUSTAINABLE DEVELOPMENT POLICY

- OSDP1 (Promotion of Sustainable Growth and Regeneration in Thurrock)

SPATIAL POLICIES

- CSSP2 (Sustainable Employment Growth)
- CSSP3 (Infrastructure)
- CSSP4 (Sustainable Green Belt)
- CSSP5 (Sustainable Greengrid)

THEMATIC POLICIES

- CSTP6 (Strategic Employment Provision)
- CSTP9 (Well-being: Leisure and Sports)
- CSTP10 (Community Facilities)
- CSTP11 (Health Provision)
- CSTP12 (Education and Learning)
- CSTP13 (Emergency Services and Utilities)
- CSTP15 (Transport in Greater Thurrock)
- CSTP16 (National and Regional Transport Networks)
- CSTP17 (Strategic Freight Movement and Access to Ports)

- CSTP18 (Green Infrastructure)
- CSTP19 (Biodiversity)
- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)
- CSTP24 (Heritage Assets and the Historic Environment)
- CSTP25 (Addressing Climate Change)
- CSTP26 (Renewable or Low-Carbon Energy Generation)
- CSTP27 (Management and Reduction of Flood Risk)
- CSTP28 (River Thames)
- CSTP29 (Waste Strategy)
- CSTP33 (Strategic Infrastructure Provision)

POLICIES FOR MANAGEMENT OF DEVELOPMENT

- PMD1 (Minimising Pollution and Impacts on Amenity)
- PMD2 (Design and Layout)
- PMD3 (Tall Buildings)
- PMD4 (Historic Environment)
- PMD5 (Open Spaces, Outdoor Sports and Recreational Facilities)
- PMD6 (Development in the Green Belt)
- PMD7 (Biodiversity, Geological Conservation and Development)
- PMD8 (Parking Standards)
- PMD9 (Road Network Hierarchy)
- PMD10 (Transport Assessments and Travel Plans)
- PMD11 (Freight Movement)
- PMD12 (Sustainable Buildings)
- PMD13 (Decentralised, Renewable and Low Carbon Energy Generation)
- PMD15 (Flood Risk Assessment)
- PMD16 (Developer Contributions)

1.178 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 (IO2) (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.

Section 5 of the IO2 identifies that Thames Enterprise Park could be a sixth Key

Strategic Hub or could become the Thurrock East economic hub to also include London Gateway. The Economic Development Needs Assessment (EDNA) informs the IO2 recognising that the estimated total supply of employment land for the Borough outstrips the projected total employment required and this includes this site in contributing towards that employment land. It is also recognised that land at London Gateway and Thames Enterprise Park provides much of the Borough's potential future employment land supply with this there is a need to deliver major improvements to accessibility to these sites, particularly by public transport and to ensure there is sufficient capacity for additional freight movements by rail.

1.179 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.

Borough Local Plan 'saved' policy

1.180 The Borough Local Plan was adopted by the Council in September 1997. By law, although the end date of the Borough Local Plan has passed, its policies were automatically saved.

1.181 The saved policies were originally intended to be replaced by the Local Development Framework, including the Core Strategy Local Plan, the Site Allocations Local Plan and Minerals and Waste Local Plan, once adopted. In February 2012, Council approved a revised schedule of saved policies and annexes. Policies listed in this schedule still form part of the development plan and are a material consideration when deciding planning applications.

1.182 The site is part of the former Coryton Oil Refinery site and is recognised as being subject of 'saved' policy E8 from the BLP which seeks to retain allocated oil refinery sites and allow for their expansion. This 'saved' policy was to be superseded by the Site Specific Allocations DPD; however, on the advice of the Planning Inspectorate in 2014 the Site Specific Allocations DPD is no longer being progressed.

1.5 ASSESSMENT

Procedure

1.183 The EIA Regulations require local planning authorities to examine the information within the Environmental Statement (ES) to assess the significant effects of the proposed development on the environment (beneficial and adverse), in addition to

the material planning considerations. The EIA Regulations require the likely significant effects of the development to cover the direct effects and any indirect, secondary, cumulative, transboundary, short, medium and long term, permanent and temporary, positive and negative effects of the development. The Environmental Statement considers the baseline conditions (existing conditions), construction and operational phases (when the development is occupied) as part of this assessment. This application has been advertised (inter-alia) as a Major Development being accompanied by an Environmental Statement, and as a Departure from the Development Plan.

Assessment

1.184 The material considerations for this application are as follows:

- I. Principle of the Development
- II. Socio and Economic Impact
- III. Access, Connectivity, Travel Plan, Parking and Traffic Impact
- IV. Design, Layout and Impact upon the Area
- V. Landscape and Visual Impact
- VI. Green Infrastructure
- VII. Ecology and Nature Conservation
- VIII. Flood Risk, Drainage and Water Resources
- IX. Air Quality and Odour
- X. Noise
- XI. Land Contamination and Ground Conditions
- XII. Health and Safety
- XIII. Energy and Climate Change
- XIV. Effect on Neighbouring Properties
- XV. Heritage and Archaeology
- XVI. Health Impact Assessment
- XVII. Cumulative Impact and Alternative Sites
- XVIII. Phasing and Construction
- XIX. Viability and Planning Obligations
- XX. Sustainability
- XXI. Other Matters

I. PRINCIPLE OF THE DEVELOPMENT

1.185 The site was once part of the Petroplus Coryton oil refinery use which ceased oil production in June 2012 and was then rebranded as the Thames Enterprise Park, but the site is not specifically referred to in the Core Strategy policies because the Core Strategy was originally adopted in December 2011 prior to the oil refinery ceasing production. Whilst the site is not allocated as a Key Strategic Economic Hub through policy CSSP2 (Sustainable Employment Growth) it could be considered to fall within the 'other sites in the Borough' for employment growth

under the policy, although the level of employment is significant in excess of what policy CSSP2 envisages for 'other sites in the Borough'. The site is allocated as 'Primary and Secondary Industrial and Commercial Areas' on the LDF Proposals Map where policy CSTP6 (Strategic Employment Provision) applies, which safeguards this land for employment generating uses falling within Use Classes B1 (office, research and development, light industrial), B2 (general industrial), B8 (storage and distribution uses) and sui generis uses. The site is therefore considered as employment land in the policy context.

- 1.186 The site represents one of the most significant employment-led regeneration opportunities in the South East of England and the proposed development would result in the creation of 345,500m² of floorspace, which is aimed at attracting firms from the environmental technologies and energy sectors. This site, along with the neighbouring London Gateway, forms part of the Thames Freeport with the potential to bring about significant inward investment, jobs, training, innovation and skills.
- 1.187 In terms of national planning policy, chapter 6 of the NPPF advises that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities of redevelopment. Paragraph 81 of the NPPF requires planning policies to sets out clear economic visions and strategies for promoting economic growth and inward investment and paragraph 82 requires planning policies and decisions to recognise and address specific locational requirements of different sectors, including creative or high technology industries, and for storage and distribution operations.
- 1.188 It is therefore considered that the regeneration of this site is acceptable, in principle, having regard to the policy CSTP6 and the requirements of chapter 6 of the NPPF.
- 1.189 It should be noted that the furthest north-western part of the red line area includes land within the Metropolitan Green Belt but no development is proposed on that piece of land so there is no conflict with Green Belt planning policies.

II. SOCIO ECONOMIC IMPACT

- 1.190 As referred to above policies CSSP2 and CSTP6 apply and Chapter 6 of the NPPF seeks to build a strong and competitive economy with significant weight being placed on the need to support economic growth and productivity. The South Essex Economic Development Needs Assessment (EDNA) is an evidence base to the emerging Local Plan and recognises the site as employment land.
- 1.191 The proposed development at the Thames Enterprise Park site primarily aims to develop storage/distribution uses and manufacturing uses, which accord with policy

CSTP6, along with energy and waste uses. These uses would occupy 332,500m² of the proposed floorspace. The other uses of research and development, education/community facilities/gym/crèche, hotel and cafes would all take up the remaining floorspace with this proposed development. The combination of these uses on one site would allow the site to operate as a ‘superhub’ bringing employment uses together, for example the energy hub providing energy to meet the demands of on site uses such as manufacturing. In addition to this the site’s location has the opportunity to link with neighbouring existing uses, such as the Thames Oil Port, other petrol chemical storage uses, the London Gateway Port and Logistics Park.

1.192 In terms of employment growth and based on the Homes and Communities Agency Employment Density Guide (2015) (HCA EDG) the proposal is envisaged to create around 5,500 new employment opportunities on site once fully operational through skilled to lesser skilled jobs, and roles linked to trades and technical occupations. The employment table below demonstrates the level of employment to be generated per use:

Use Class	Maximum Floorspace [Sqm]	Employment Density range – 1 employee per sqm	Number of Employees (Maximum)
B8 – Storage and Distribution	Up to 200,500	70	2864
B2 – Manufacturing	Up to 72,000	36	2000
B8 – Open Storage	Up to 20 Hectares	0.2 hectares	100
Sui Generis – Energy & Waste	Up to 60,000	205	293
B1 - Research & Development and Light Industrial	Up to 5,000	40-60	125
D1/D2 – Education/Community Facilities/Gym/Creche	Up to 2,500	65	50
A3 - Cafés	Up to 500	15-20	33
C1 – Hotel	Up to 5,000 (100-bed)	1 per 3 – 5 Beds	33
Total [All Uses]	345,500		5,498

1.193 In addition, the proposal is also predicted to create 1,700 indirect jobs. In terms of the wider area, the site when combined with the London Gateway site would create up to 17,500 jobs for long term employment requirements for future population growth and would allow future residents to live and work in the Borough in a sustainable manner.

- 1.194 The applicant's Environmental Statement (ES) and Economic Benefits Summary document advises that the Construction Phase of the development would lead to 127 full time jobs as well as indirect jobs and benefits over an assumed 13-year construction build out programme.
- 1.195 A local employment and skills package would be secured through a planning obligation for both the construction and operation phases of the development. This package would include training opportunities, apprenticeships, using local labour sources and advertising for jobs locally for the benefit of Thurrock residents.
- 1.196 Based on the proposed uses the applicant's Economic Impact Assessment predicts an economic output of £354m per annum (GVA) for the Operational Phase of the development and a £101.9m over the proposed 13 year construction period, which would have a significant positive impact on the South Essex economy.
- 1.197 The proposed development would help create community facilities for all users of the Thames Enterprise Park and this would help to achieve conformity with policy CSTP10, which supports the provision of high quality, accessible multi-functional community facilities as an integral part of all major development in the Borough to serve new and existing communities. In addition, this would achieve the requirements of paragraphs 92 and 93 of the NPPF, which promotes social interaction through mixed use development, strong neighbourhood centres and community cohesion through shared spaces, community facilities and of the local services.
- 1.198 Based on the floorspace table above the proposal would potentially provide up to 2,500m² of D2 assembly and leisure uses. Paragraph 90 of the NPPF requires applications for retail and leisure, leisure uses in this instance, to be subject to an impact assessment where 2,500m² is to be provided outside of town centres, which is aimed at protecting existing retail and leisure services in existing town centres. The PPG advises that that impact testing should only apply to proposals exceeding 2,500m² and in this instance the proposal is up to 2,500m², therefore this would not exceed the threshold to require the application to be subject to impact testing as referred to in paragraph 90 of the NPPF. To ensure the floorspace accords with the up to 2,500m² floorspace provision planning conditions would be imposed to ensure this floorspace is not exceeded and to secure the floorspace table is complied with.
- 1.199 In terms of the ES both the Construction Phase and Operational Phase identify that there would be 'moderate beneficial' and 'major beneficial' to the site and cumulatively to the wider area in Environmental Impact Assessment terms.

Conclusion for this section

1.200 In conclusion to this section, having regard to the LDF employment policies CSSP2 and CSTP6, and requirements of chapter 6 of the NPPF the proposed uses, employment generation, and the economic and social benefits would meet with the policy requirements for this area.

III. ACCESS, CONNECTIVITY, TRAVEL PLAN, PARKING AND TRAFFIC IMPACT

1.201 Since the original submission of the application in September 2018 there have been three (3) versions of the Transport Assessment (TA). The latest TA was submitted in February 2021 and has been subject to ongoing discussions and assessment leading to the submission of a TA addendum in February 2022, which alongside other updated documents forms the applicant's assessment of the highway considerations and is assessed below.

Vehicle Access

1.202 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.

1.203 The applicant's TA identifies that the proposed development would result in the re-use of the existing vehicular road access to the site from The Manorway, which connects to the A13 approximately 6.5km to the west of the site. The Manorway is a part single/part dual carriageway road to the Sorrells roundabout and from the Sorrells roundabout to the A13 junction is a dual carriageway. The Manorway serves neighbouring sites, other sites within the area and is used for frequent HGV movements.

1.204 At the eastern end of The Manorway is the site's entrance. The Access Plans and Illustrative Masterplan indicate that an entrance gatehouse would be constructed to provide security to the site. Details of the gatehouse arrangement and any other security measures would need to be agreed through the reserved matters. This is compliant with regards to Policy PMD9.

1.205 Upon entering the site, a new main road would connect to the proposed internal road network to serve all Development Plots and would be assessed using Policy PMD2 Design and Layout. Through the Sustainable Industries Park another road that would provide a dedicated route that does not allow for HGV movements as HGV movements would follow the main road through the site..

1.206 There is a second vehicular access from the road known as Barkers Boulevard serving the south western part of the site (Phase 1 area) and this passes by the neighbouring Shell oil storage site. The entrance to this second vehicular access is

identified on the Access Plans to include security measures, although, similarly to the main access, the details of such measures will be agreed through the reserved matters.

- 1.207 Both accesses have been subject to road safety audits and these accesses have been deemed to meet the geometric design standards for all traffic.
- 1.208 The Shellhaven Creek runs through the site and separates the western site from the rest of the site but the existing road bridge within the site over the Shellhaven Creek would remain and would be re-used for accessing the western part of the site. Adjacent to this bridge a new pedestrian/cycle bridge would be constructed although details of this bridge would be agreed through the reserved matters.
- 1.209 The Council's Highway Officer raises no objections to the provision of these vehicular access points under Policy PMD2. The proposed vehicle access arrangements and internal road layout are therefore considered acceptable with regard to policies PMD2, PMD9 and paragraph 108 of the NPPF.

Pedestrian/Cycle Access

- 1.210 Policy CSTP15 requires assessment of developments in relation to sustainable travel choices with necessary appraisal of accessibility for all members of the community and promotes permeability and legibility. Paragraph 104 of the NPPF promotes opportunities for walking, cycling and public transport, and paragraph 112 (a) of the NPPF requires applications for development to maximise pedestrian and cycle movements and ensure accessibility for all.
- 1.211 The proposed pedestrian and cycle access arrangements would allow for use of the existing shared footway/cycleway which runs along the side of The Manorway and would provide links to Corringham and Stanford Le Hope. Works are required to improve this route as evidenced in the TA. The section of The Manorway from the site entrance to the roundabout junction to the north of the site does not include any dedicated shared cycle route or pedestrian path to the site and therefore shall require highway upgrades to link to the existing cycle/pedestrian at the roundabout junction. The proposed pedestrian and cycle path works are shown on the Access Plans and shall be secured through planning condition requiring its construction and completion before first occupation of the site to allow pedestrians and cyclists to access the site via the Manorway.
- 1.212 Along the Manorway from Rockery Hill to the eastern end of the Manorway at the site access roundabout, the existing path is proposed to be upgraded to include new surfacing and new lighting along with double height kerbs to prevent HGV parking on this path.

- 1.213 Active Travel Routes are explained in detail below, but these include various mitigation measures to improve and encourage cycle access to the site linking to Corringham, Stanford Le Hope and onto Basildon.
- 1.214 The Council's Highway Officers raise no objections to the proposed pedestrian/cycle access arrangements, which would be acceptable with regard to policies CSTP15, and paragraphs 104 and 112 of the NPPF.

Connectivity and Accessibility to transport hubs and local facilities

- 1.215 Policy CSTP15 also seeks to improve accessibility to work through the promotion of passenger services and transport services, prioritise to rights of way/improvements, provide links to the national cycle network route 13 and to ensure new development promotes high levels of accessibility by sustainable transport modes and local services are conveniently located to reduce the need to travel by car. Paragraph 108 of the NPPF requires safe and suitable access for all users and encourages applicants to maximise these travel options.
- 1.216 The site is considered remote as it is distant from the nearest existing public transport hubs within Corringham and Stanford le Hope. Both centres of these settlements provide a range of local services, facilities, amenities and include bus routes, and for Stanford Le Hope, a main line railway station.

Existing Bus Services

- 1.217 The closest bus stop to the site is located in Corringham and is 4.75km from the site. The TA identifies that bus services in the area include the local bus services of the 11, 5A, 100, 200 and 374, which all operate through Corringham. The frequency of these services vary and some routes are subsidised by the Council. The 100 service connects to Basildon town centre and Chelmsford via Lakeside and provides the most frequent service running every 15 minutes 7 days a week. The 200 service is a service linking Grays and Basildon. The nearest service to the site is the 374 which stops at Gordon Road near Springhouse Road junction with The Manorway, and links Grays to Basildon via Tilbury, Orsett and Stanford Le Hope. The 374 service is every 90 minutes on weekdays so is not frequent. More local to the site is a shuttle bus service which started operating in June 2018 by the neighbouring landowner at the London Gateway site and provides links to and from Stanford le Hope rail station and areas of Corringham to the nearby London Gateway sites. Again, this is a subsidised route by the third party landowner. This route operates between 05:00 and 19:00 for the employees of London Gateway but doesn't and would not serve this development as part of this application.

Existing Rail Services

1.218 The TA considers the three railway stations of Stanford Le Hope, Basildon and Pitsea are within commutable distance. The Stanford Le Hope rail station at 8.1km from the site is the nearest station and provides a service every 30 minutes (weekdays). The Basildon rail station is located 10.9km (travelling distance) from the site and the Pitsea rail station is located 11.6km (travelling distance) from the site. Both these two stations provide connections to the Basildon branch of the London Fenchurch Street to Shoeburyness line. Basildon rail station provides a more frequent service with trains running every 15 minutes (weekday) and provides a faster route to London stations when compared to the services operated from Stanford le Hope rail station, which follows the Tilbury Loop branch of the railway line.

Improved Connectivity

1.219 To improve connectivity to the site the TA identifies various proposed mitigation measures to maximise sustainable travel choices as defined in the NPPF. These include bus service improvements, opportunities for rail and river access, Active Travel Corridors (for walking and cycling), a pool e-bike scheme, car club, car sharing/pooling and is detailed within an outline Travel Plan. The Travel Plan would manage many of these measures through a Travel Plan co-ordinator and the creation of a Travel Plan Committee to ensure that ongoing review and adjustment can be made over the life of the development.

Proposed Bus Services

1.220 The TA and its addendums, including Appendix O of the TA state that a complimentary service would be provided by the applicant to connect the site to Basildon rail station.

1.221 The proposal is to provide subsidy for one bus from first occupation of the site for the first 4 years to Basildon rail station with funding to provide more frequent bus operation over time as sites within the development are brought into operation; with subsidised operation of this service for a further 6 years (overall 10 year commitment) after which it is expected to become a commercial bus service run by a local bus operator. The Basildon bus route would serve Corringham and Stanford Le Hope as a one bus per hour service and would be up scaled to a two bus 30 minute frequency within this period. The service would be reviewed by the proposed Travel Plan Committee who would work alongside bus operators to ensure service is provided at the correct level for the development as it is developed.

1.222 In addition to the Basildon bus route, a second service would be introduced on the basis of 1 of the 3 identified bus routes in the table below. This bus service would be introduced to cater for a wider employee catchment. Either one of the Routes A, B or C would be implemented from Year 5 as a two-bus service operating hourly.

Route	Route	Hours of operation	Time
A	TEP to Upminster Upminster to TEP	5am to 11pm	35-40 minutes
B	Brentwood to TEP TEP to Brentwood	5am to 11pm	30-45 minutes
C	Chelmsford to TEP TEP to Chelmsford	5am to 11pm	26-40 minutes

1.223 To fund the proposed bus services a financial contribution of £4,200,000 would be provided as a planning obligation in an s106 legal agreement to contribute towards meeting the modal split of the TA and the Travel Plan targets are met in the interests of sustainability. The role of the Council would be to receive and then hold the financial contributions for onward payment, whereas the Travel Plan Committee would procure and manage the provision of the bus services.

1.224 In addition to these bus services the proposed development presents an opportunity to link the site to the London Gateway Logistics Park which is subject to its own bus service. The s106 legal agreement shall include a reasonable endeavours clause to explore opportunities for bus (and freight) links to the London Gateway Logistics Park to assist in meeting the travel plan targets and modal shift within the TA. It is envisaged that Travel Plan Committee and Travel Plan Co-Ordinator's (as explained in Travel Plan section below) would procure and organise the bus service.

1.225 The proposed bus routes and the financial contribution have been subject to consultation with the Council's relevant Highway Officers and no objections are raised. The bus provision and improved accessibility to this site would follow the aims of policies CSTP15 and CSTP16 for improved linkages in the Borough and beyond with policy CSTP16 recognising the opportunity for linking to Basildon, as well as paragraph 112 of the NPPF.

Rail and River Commercial Access Opportunities

1.226 Policy CSTP17 supports and promotes logistics and port sectors for freight activity and facilitates the shift towards rail freight usage and freight carried out on the River Thames.

- 1.227 Policy CSTP28 seeks to ensure economic and commercial function of the river will continue to be promoted subject to a number of criteria which includes riverside development and uses, to safeguard existing and promote new jetties where appropriate for transport, goods and materials.
- 1.228 Policy PMD11 requires development creating more than 200 daily HGV movements to produce a Sustainable Distribution Plan to include evidence that commercially viable opportunities for freight carried by rail, water, pipeline or conveyor have been maximised.
- 1.229 The site is located in close proximity to the existing rail freight line that serves the London Gateway Port and from this line historic disused rail sidings pass adjacent to the southern site boundary and into the northern part of site. These rail sidings provide the opportunity for future rail freight opportunities. The Land Use Parameter Plan identifies a future rail terminal for Plot C from the Development Plots Parameter Plan. The Illustrative Masterplan identifies potential rail siding uses in the western part of the site for Plot C which is illustratively shown to bring in a new rail siding into the site. For the northern historic rail siding this links to the Thames Oil Port and could provide a link to the proposed energy producing uses identified in the northern part of the site, which is Plot J from the Development Plots Parameter Plan.
- 1.230 The potential to use rail freight could reduce road traffic freight movement, which is encouraged by the Council's Highway Officers with regard to policy, but it is recognised that this would be dependent upon future occupiers and third-party agreement. A series of planning conditions are recommended to safeguard the identified rail terminal plot (Plot C), encourage opportunities for using rail freight, and if rail freight is used, there is a requirement for a future rail freight management plan.
- 1.231 The site has access to existing jetties within the red line area which reach into the River Thames to the south of the site. These jetties could be used for river access opportunities, similarly to the rail freight opportunities. A series of planning conditions are recommended to safeguard and maintain the jetties, encourage opportunities for using river freight use, and if used, the requirement for a future river freight management plan.
- 1.232 For both rail and river freight these conditions referred to above are necessary to ensure the proposed development can meet the requirements of policies CSTP17, CSTP28 and PMD11, and are encouraged by the Council's Highway Officers. The applicant's details indicate that the jetties may require future upgrading or replacement, which would need to be subject to a separate planning application process.

1.233 In addition to the river and rail access opportunities there is also an opportunity to create a new link road between site the London Gateway Logistics Park, as also referred to with regard to bus service provision. One option to achieve this link could be from the south west corner of the site, as shown on the Illustrative Masterplan, which could link to the existing road network of the logistics park and avoiding the need for some HGV/LGVs to use The Manorway, especially for trips between the site the London Gateway Logistics Park. The ongoing work of the future Travel Plan committee will be to consider alternative means of freight movement. It is recognised by the Council's Highway Officer that this measure needs to be explored with regard to freight movement. It is recognised that this would require the agreement of the London Gateway Logistics Park. Therefore, a planning obligation within the s106 legal agreement will require the applicant to use reasonable endeavours to work with the London Gateway Logistics Park to explore and secure an access link between these sites.

Active Travel Corridors (Routes) for Walking and Cycling

1.234 Two Active Travel Corridors are proposed as set out in Appendix X of the TA Addendum. The Active Travel Corridors are designed to encourage travel by sustainable transport modes and these works include improvements to pedestrian footways, the provision of and upgrade to existing and new cycle ways, and new signage for wayfinding. All shared and upgraded routes would include a 3m wide shared pedestrian/cycle way. All routes would comply with the requirement of LTN 1/20. The proposed Active Travel Corridors are detailed below:

Routes		Proposed Works	Cost of the works
To and from Basildon (Thurrock Land asset only)	A13 Five Bells Interchange to One Tree Hill	The proposed changes include a 2m separation between the carriageway and the shared cycle / footpath; a bus stop build out; a toucan crossing on the eastern arm of the One Tree Hill Roundabout and the realignment of the route along Southend Road and provision of a toucan crossing on Southend Road.	£1,023,500
	One Tree Hill to Woodbrook Way	The proposed changes include the shared cycle/footpath and a signalised priority arrangement over the railway bridge along Southend Road. Works include some road narrowing at the Southend Road rail bridge	£1,040,750

	Woodbrook Way to A1014 (The Manorway)	Through this residential area various works are proposed included pedestrian raised tables, planters, bollards, 20 mph road markings, line markings and a part shared cycle/footpath.	£990,150
To and from Stanford Le Hope	Manorway Resurfacing and Lighting	Resurfacing works	£1,012,000
		Lighting works	£756,700
	Hardie Park to Southend Road/ Southend Road to Victoria Road	Insertion of double height kerbs and bollards along section of the cycleway adjacent to the carriageway to prevent damage from occurring. Works to cover a 1.7km section of this route.	£747,500
		The proposed route would link to The Manorway, Southend Road and Victoria Road. It would involve the linking to the proposed residential scheme to the rear of Victoria Road (14/01321/OUT & 18/01660/REM).	£219,305
	Southend Road to Victoria Road – cycle route Hardie Park to Southend Road – cycle route	£175,950	
	Trim Trail Upgrade	Upgrading of footpath proposed through the proposed residential scheme to the rear of Victoria Road (14/01321/OUT & 18/01660/REM).	£313,000
Total Cost (pooled)			£6,278,855

1.235 The route to Basildon avoids Lampitts Hill to ensure the route is accessible to all this was a requirement to accord with the latest Highways requirements through LTN1/20.

1.236 The above Active Travel Corridors have been subject to consultation with the Council’s relevant Highway Officers and the identified costs of the works would be secured through planning obligations in a s106 legal agreement and these costs include the design and management costs. The Active Travel Corridors would lead to improved accessibility to this site to contribute towards meeting the the modal split of the TA and the Travel Plan targets in the interests of sustainability and would follow the aims of policy CSTP15, as well as paragraphs 92 and 112 of the NPPF.

Pool Bike Scheme

- 1.237 The TA explains that the proposal includes a pool bike scheme to provide 100 e-bikes. These bicycles would be provided to support sustainable travel to/from, within and around the Development.
- 1.238 To enable bikes to be picked up and returned to any self service bicycle station, which would have fixed and non fixed docking points. It is proposed to introduce 50 bikes at 5 multiple docking stations and then increase this to 100 bikes at 10 multiple docking stations throughout the site. The TA explains that e-bike hubs would be provided at various locations throughout the site in the character areas of Sustainable Industries Park, the Amenity Hub and the Holehaven Café locations. Additional bike docking stations would be provided at each of the employment plots. E-bike use and docking stations would also be provided in an off site location at Stanford Le Hope railway station.
- 1.239 The applicant's pooled e-bike proposal includes a requirement that can be secured in the s106 legal agreement with the obligation upon the applicant to provide, fund, manage and maintain the e-bikes and docking station scheme to ensure the modal split of the TA and the Travel Plan targets are met in the interests of sustainability.
- 1.240 The proposed pool bike scheme has been subject to consultation with the Council's relevant Highway Officers and no objections are raised. The proposed pool bike scheme would lead to improved accessibility to this site for sustainable transport means and would therefore follow aims of policy CSTP15, as well as paragraphs 92 and 112 of the NPPF.

Car Club

- 1.241 The TA, its Addendums and Appendix Q of the TA explains that the applicant proposes to provide free membership of a car club for a minimum of 3 years to be run by a car club operator. Each employee using the site as a member of the car club would have a priority parking spaces on site. This allows for people to drive the same vehicle and allows people to go off site without the need to use their own private vehicle. The proposal would initially provide three (3) car club spaces and vehicles from first occupation with this increasing with demand.
- 1.242 The car club would be secured as a planning obligation upon the applicant to provide and fund the car club within the s106 legal agreement and this would contribute towards meeting the modal split of the TA and the Travel Plan targets in the interests of sustainability.

1.243 The proposed car club has been subject to consultation with the Council's relevant Highway Officers and no objections are raised.

Car Sharing/pooling

1.244 The TA, its Addendums and Appendix Q of the TA explain that the applicant proposes to provide car pooling/car sharing, which is where a driver gives lifts to other passengers and this would be promoted by the Community Concierge Service as part of the Travel Plan. Modern technology includes apps that can be used via electronic devices such as phones and tablets for accessing and booking this service.

1.245 The car sharing/pooling provision would be provided by the applicant as a planning obligation to promote, fund and enable car-pooling /car sharing through an s106 legal agreement for the lifetime of the development.

1.246 The proposed car sharing/pooling arrangements and the financial contribution have been subject to consultation with the Council's relevant Highway Officers and no objections are raised. Car sharing/pooling can reduce the need for single occupancy travel and therefore reduce car trips and is a recognised by the NPPF as a sustainable transport mode and would accord with the requirements of policy 110 of the NPPF.

Travel Plan

1.247 Policy PMD10 requires Travel Plans to promote sustainable transport alternatives, which would include the proposed travel incentive mitigation measures including the proposed bus services, Active Travel Corridors (for walking and cycling), the pool bike scheme, car club, car sharing/pooling and wayfinding. The policy requires the promotion of sustainable transport alternatives to private vehicle car use and paragraph 113 of the NPPF requires 'all developments that will generate significant amounts of movement should be required to provide a travel plan'.

1.248 Appendix Z of the TA Addendum includes a Site Wide Framework Travel Plan (Travel Plan) and the primary aim of the Travel Plan is to provide the opportunity for travel to the site by modes other than the private car and in particular single occupancy car trips. The Travel Plan would therefore encourage sustainable travel by encouraging increased use of buses, public transport, car sharing, walking and cycling.

1.249 The objectives of the Travel Plan include:

- To provide employees and other site users with information on sustainable travel options to and from site;
- To provide opportunities for increased level of sustainable travel to and from the site;
- To reduce the level of car trips associated with the site and to ensure that necessary journeys by car are covered by car clubs, car sharing or taxi.

1.250 The Travel Plan proposes that a Travel Plan Co-ordinator would be employed for implementing the Travel Plan and would also have responsibility for the delivery of the Sustainable Distribution Plan (SDP).

1.251 The Travel Plan will set targets over a period of time to meet with modal split requirements set out in the TA, which seeks to achieve 30% of staff and visitor trips to the site by alternative sustainable transport modes to private single occupancy car usage.

1.252 The Travel Plan includes an indicative Travel Plan action plan. In summary this identifies the requirements for the management of the Travel Plan to be set up through a Site Wide Travel Plan Co-ordinator, an Occupier Travel Plan Co-ordinator and a Travel Plan Committee (similar to how London Gateway operates). The Travel Plan Co-ordinators would for site wide and individual occupied sites administer travel information and planning for staff and users of the site.

1.253 One of the main roles for the Travel Plan Co-ordinators will be the on-going promotion and monitoring work associated with the travel incentives as listed above and as secured through the s106 agreement. Further monitoring work would include provision of questionnaire surveys, a commitment to undertake annual surveys, monitoring reports to and attendance at the Travel Plan Committee. The Travel Plan Committee membership would include an officer from Thurrock Council, Essex County Council and National Highways, as well as the site's management and individual plot occupiers. The Travel Plan would be reviewed and updated annually.

1.254 It is proposed that the Site Wide Travel Plan Co-ordinator would be located in the proposed Amenity Hub, however, the Amenity Hub would not be constructed or be operational until Phase 1b is completed, as shown on the Indicative Phasing Plan. In the interim period the applicant proposes to operate this service virtually and then through a temporary hub to be located on site for when Phase 1 is beginning occupation.

1.255 The site owner will be responsible for the cost of implementing and administering the Site Wide Framework Travel Plan including the cost of the Site Wide Travel Plan Co-ordinator, with the individual occupiers responsible for the cost of

implementing their Occupier Travel Plan (including their own monitoring). The Occupier Travel Plan Co-ordinator would report to the Site Wide Travel Plan Co-ordinator.

- 1.256 Details of a full Site Wide Travel Plan would be secured through planning obligations in an s106 legal agreement with an obligation on the applicant to provide, fund and implement the Travel Plan to achieve the modal share targets set out in the TA for maximising sustainability. A financial contribution of £1,025 per annum would also be secured in the s106 legal agreement to fund the Council's own monitoring of the Travel Plan.
- 1.257 In the event that Travel Plan targets are not met then remedial measures would be needed and this would include an additional sum in the form of a Travel Plan Target Remedial Fund. The Travel Plan Target Remedial Fund would be a £400,000 financial contribution to be drawn upon if the Travel Plan targets are not met. This £400,000 financial contribution will be secured through planning obligations in an s106 legal agreement. The Travel Plan Committee will administer how and where the Travel Plan Target Remedial Fund can be used. The Council's Highway Officers recognises the importance of the Travel Plan Target Remedial Fund Measures Fund in the event that Travel Plan targets on modal split are not achieved.
- 1.258 The Site Wide Framework Travel Plan and the financial contributions identified above have been subject to consultation with the Council's relevant Highway Officers and no objections are raised. Full details of the Travel Plan and the financial contributions identified for a range of measures as stated above, along with ongoing monitoring work and costs, will be secured through planning obligations to a s106 legal agreement and where necessary planning conditions. This approach for the Travel Plan is considered acceptable having regard to policy PMD10 and paragraph 113 of the NPPF.

Parking

- 1.259 Policy PMD8 requires developments to comply with the Council's Parking Design and Development Standards (February 2022). Paragraph 107 of the NPPF advises on setting parking standards and paragraph 109 of the NPPF refers to lorry parking.
- 1.260 The proposed development would involve a range of land uses and Council's Parking Design and Development Standards (February 2022) identify the following parking requirements for the proposed land uses:

Use	Use Class (new Use	Vehicle Parking
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	Classes references in Brackets)	Requirement
Storage and Distribution, and Open Storage	B8	1 space per 150 sqm
Manufacturing	B2	1 space per 50 sqm
Research and Development	B1(b) (E(g))	1 space per 30 sqm
Education/Community Facilities/Crèche	D1 (E(f))	1 space per full time equivalent staff
Gym/Leisure Facilities	D2 (E(d))	1 space per 10 sqm of public area
Hotel	C1	1 space per bedroom
Café	A3 (E(b))	1 space per 5 sqm/1 lorry space per 2sqm

Parking Strategy

1.261 The TA sets out details of the parking strategy and because this is an outline planning application the exact parking layout details will need to be determined through the reserved matters for each plot/phase. The Illustrative Masterplan shows areas of parking throughout the proposed development to provide a visual guide for how all forms parking would be provided.

1.262 The applicant's proposed parking strategy, in more detail, is identified in the Appendix Z of the TA Addendum, and this explains the following key principles for car parking:

- The level of provision for B2 uses will be higher than the level of provision for B8 uses;
- The ratio of provision (spaces per sq.m) can be higher towards the start of the development, with a reduction over time as the development is built out when sustainable travel measures increases;
- Priority is provided for disabled spaces, car club spaces, car pooling/share spaces, and electric vehicle charging spaces;
- There will be appropriate parking controls within the site to ensure parking only takes place with designated car parks;
- The number of available parking spaces and the management and control of parking spaces will be reviewed as part of the Travel Plan.

1.263 The TA estimates that the proposed level of car parking is based on a Car Parking Accumulation Assessment, which has considered the parking needs based on modal share and identifies that the development would require 1,437 car parking spaces.

1.264 As an outline application the exact parking capacity and layout details will need to be determined through the reserved matters for each Phase or Development Plot and would be secured through planning conditions for all vehicle parking provision and a vehicle parking management plan. A Design Code would also be secured through planning condition and the future Design Code will be required to include best practice measures for vehicle parking which would influence the details for the future reserved matters.

HGV/Commercial Parking

1.265 Policy CSTP17 makes reference to the need of facilitating the provision of 24-hour lorry parks in growth hubs such as Tilbury Port, London Gateway and West Thurrock, but also recognises the need for lorry parks in other locations where demand exists, and which are located away from residential areas with good access to the Strategic Road Network. The Thames Enterprise Park site meets this policy criteria by providing a minimum three (3) site locations for lorry parking

1.266 The Land Use Parameter Plan and Illustrative Masterplan shows there would be dedicated lorry parks to serve the future users of the site. These would be located as Development Plots B, G and Q from the Development Plots Parameter Plan. In addition to this Plots R and S from the Land Use Parameter Plan show further lorry parking zones. Plot A is identified for lorry parking and/or open storage.

1.267 The proposed 3 lorry parks and shown on the Illustrative Masterplan and would provide lorry parking spaces as follows:

Plot	Lorry Parking Spaces
B	93
G	66
Q	59

1.268 Plots A (also could be used for open storage) and B are located within an area of the site affected by the Development Proximity Zone and Inner COMAH zone associated with the Hazardous Substances consent at the Shell Oil terminal to the west. As such no HGV cabs could be used for any overnight sleeping accommodation due to the HSE COMAH Regulations and would be controlled through planning condition. The lorry park on Plot G from the Development Plots Parameter Plan would be adjacent to the Amenity Hub. The Illustrative Masterplan identifies a possible small amenity building to serve the Plot G lorry park.

1.269 All these lorry parks have been designed to also accommodate other users from outside of the site to alleviate any HGV parking issues along The Manorway or in the wider area.

1.270 Each Development Plot associated with the proposed manufacturing/general industrial uses (Class B2) and the storage and distribution uses (Class B8) would also provide for on-site lorry parking facilities.

1.271 The lorry parking/HGV and commercial vehicle parking facilities would be secured through a planning condition requiring a minimum of lorry parking/HGV and commercial vehicle parking to be provide at various triggers points as set out below:

- A minimum of 50 spaces at 100,000 sq.m
- A minimum of 66 spaces at 150,000 sq.m
- A minimum of 93 spaces at 200,000 sq.m

1.272 Other planning conditions would require detailed lorry parking/HGV and commercial vehicle to be provided with reserved matters, another condition would place restrictions on HGV movement for the open storage uses and the vehicle parking management plan would also be implemented. The condition for restrictions on HGV movement for the open storage uses would also address concerns raised by London Gateway about vehicle movements and shipping container storage at the open storage part of the site. Given the site’s location there is potential for the future storage of containers on the open storage land allocated, if there was a need for such storage and in planning terms this would also help prevent the loss of any undeveloped green belt sites in or near to this location. It should be noted that one area of the site is currently used for shipping container storage.

Coach/Bus/Visitor Parking

1.273 The Illustrative Masterplan shows the coach, bus and visitor parking would be located in Plot G2 and further parking would be provided in Plot H to the north of the Amenity Hub area. All plots would have space to accommodate all vehicle parking and the Illustrative Masterplan shows how the parking arrangements could be laid out. The coach, bus and visitor parking would also be subject to the vehicle parking management plan condition.

Cycle Parking

1.274 For cycle parking, the Council’s draft parking standards (2012) require the following:

Use	Use Class	Cycle Parking Requirement
Storage and Distribution, and Open Storage	B8	1 space per 500 sqm for staff plus 1 space per 1000 sqm of visitors

Manufacturing	B2	1 space per 250 sqm for staff plus 1 space per 500 sqm for visitors
Research and Development	B1(b)	1 space per 100 sqm for staff plus 1 space per 200 sqm of visitors
Education/Community Facilities/Creche	D1	1 space per 4 staff plus 1 space per 10 child spaces
Gym/Leisure Facilities	D2	10 space plus 1 space per 10 vehicle spaces
Hotel	C1	1 space per 5 staff plus 1 space per 10 bedrooms
Café	A3	1 space per 100 sqm for staff plus 1 space per 100 sqm for customers

1.275 The TA explains that the Travel Plan includes a walking and cycling modal share of 8% for development and the level of cycle usage and take up would be monitored for additional spaces should demand increase. The TA identifies that a minimum number of 676 cycle parking spaces would be provided. The Design Code condition would require coding for different examples of best practice for cycle parking in the Design Code and planning conditions would require further information to be provided for each Development Plot through the reserved matters including parking for powered two wheelers and bicycles (including electric bikes). The cycle parking would also be subject to the vehicle parking management plan condition.

Construction Phase

1.276 The Construction Environmental Management Plan condition can secure all parking requirements via a planning condition for the construction phase of the development, and this is likely to be located in a secure on site compound.

Conclusion on Parking

1.277 For all vehicle parking the precise details will be determined through the reserved matters and through a number of planning conditions that require the development to be designed in accordance with the Council's parking standards (either current standards or any future standards) to ensure compliance with policy PMD8 and paragraphs 107 and 109 of the NPPF. The Council's Highway Officer raises no objections on this basis and recognises the importance of on site lorry parking for this site but also as an opportunity to alleviate lorry parking pressures in the Borough.

Servicing and Waste Collections

- 1.278 PMD2 requires development proposals to include suitable access to maintenance, waste and emergency vehicles. Paragraph 112 (d) of the NPPF requires development to 'allow for the efficient delivery of goods, and access by service and emergency vehicles'.
- 1.279 As an outline application the precise servicing and waste collection arrangements would need to be determined through the reserved matters and therefore a planning condition will require the submission of such information and the design code condition would require consideration of plot coding waste and recycling functions. The Council's Highway Officer raises no objections to this approach, which would be necessary to meet the future requirements of policy PMD2 and Paragraph 112 (d) of the NPPF.

Traffic Generation and Trip Rates

- 1.280 Before assessing the impact upon the highway network, it is necessary to understand the proposed trip rates associated with the proposed development.
- 1.281 The PPG advises that one of the key issues to consider in preparing a Transport Assessment are the 'road trip generation and trip distribution methodologies and/ or assumptions about the development proposal'.

Trip Forecasting and Trip Rates to and from the site

- 1.282 The TA has assessed the multi modal trip forecast for all traffic generated by the proposed development.

Staff and Visitor Trips

- 1.283 For staff and visitor trip rates the TA uses a modal split of 70/30, which means that the proposed development envisages 70% of all staff and visitors arriving at the site would do so by car (with an allowance for 5% for visitors to the site) and 30% of staff and visitors would arrive by other transport modes. This modal split is consistent with the approach used for assessing the Local Development Order (LDO) at the nearby London Gateway site in 2013. For all proposed uses the TA has used data from existing similar uses and development sites across the country for comparison purposes.
- 1.284 For future storage and distribution uses (B8 uses) this would form the most dominant land use for the site. The TA identifies that staff are most likely to be arriving and departing the site on a shift basis. This is based comparable uses at other sites and it is identified that shift patterns (TA table 7.8) are likely to occur between the hours of 5am to 7am, 1pm to 3pm and 9pm to 11pm. The morning

shift changeover would result in arrivals and departures in part of the AM peak period (6am to 10am).

- 1.285 For future manufacturing and general industry uses (B2 uses) the TA identifies that the majority of arrivals and departures would be within the peak time periods of 6am to 10am and 4pm to 7pm (TA table 7.9). Further assessment was undertaken for all other uses associated with the site with varying times of activity throughout the day (over a 24 hour period) but the most uses with the most staff movements are those for the B8 and B2 uses which would occupy 80% of the uses/land area of the site.
- 1.286 For all uses the staff multi modal daily trips predicts a total of 8,632 vehicle movements (table 7.22), including 6,042 car driver movements plus other movements using multi modal sources that would be delivered as part of the Travel Plan, which includes the car clubs, car-pooling, active travel measures and public transport.

Freight and Operational Trips

- 1.287 For freight and operational trips, the TA has assessed freight and operational trip rates for all proposed uses at the site with traffic forecasts for the busiest times. The TA shows the results through a series of tables (TA tables 7.13 – 7.18) and for all uses at the site the predicted busiest periods for trip rates would be between 9am to 10am and 1pm to 2pm for HGV and LGVs.

Total Development Traffic

- 1.288 With regard to the total development traffic, analysis of the information in the TA shows for traffic forecasting (table 7.19) all trip rates for the busiest periods would be 7am to 8am, 1pm to 2pm and 4pm to 6pm, which coincides with the AM and PM peak periods along with a busy period at lunchtimes.

Trip Distribution

- 1.289 In terms of trip distribution the TA forecasts (tables 7.23 – 7.25) the majority of HGV trip distribution would be to and from Greater London, the South East and the East; for operational trips the highest percentage of trips would be from the M25, London but also the Corringham area; and for staff trip distribution it is predicated that most employees would travel to the site from the Corringham area, Basildon, Tilbury/Grays/South Ockendon with some trips from London and the M25 corridor.

Conclusion on Traffic Generation and Trip Rates

1.290 The Council's Highway Officer recognises that a modal split of 70% car borne trips is the same assessment criteria for London Gateway LDO. This is a huge step from the original 50% modal split proposed by the applicant. However, this 70% assessment is considered aspirational due to the site's isolated location and is based on a significant S106 package put forward by the applicant for enhanced non-car infrastructure to be implemented over the construction period of the site. The applicant is suggesting that these facilities would positively contribute towards the lowering of car borne trips, which would comply with Policy PMD9; but this has no impact on freight movements and is reliant on a change on how commuters and visitors access the site. The implications of the traffic generation and trip rates upon the highway network are assessed below.

Highway Network Assessment

1.291 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.

1.292 PMD9 requires development to avoid causing congestion as measured by link and junction capacities. Paragraph 104 of the NPPF requires the impact of development on transport networks to be addressed and paragraph 111 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.

1.293 Within and beyond the Thurrock area policy CSTP16 seeks to improve national and regional transport networks to ensure growth does not result in routes being above capacity. The policy seeks to achieve this through improving capacity by improving transport interchanges and supporting additional highway capacity through the use of technology and information.

1.294 In addition to local planning policies the National Policy Statement for Ports (NPSP) recognises the essential role of ports to the UK economy with the need for access routes to be maintained for the associated vehicle traffic to and from ports. In this instance the London Gateway Port is close to the site and the existing highway network and the port uses the roads that the traffic associated with this planning application would be using. Consideration is therefore required as to the impact of the proposed development upon these routes and the junctions along these routes.

1.295 To assess the impact of the proposed development upon the highway network various microsimulation modelling has been used, referred to as the VISSIM model, and for junction assessments a LINSIG model was used. The modelling work has assessed The Manorway and the A13 as the key highway corridors. The three key

junctions assessed through the modelling are the Sorrells roundabout junction, the A1014/A13 roundabout junction and the A13/M25 junction 30 roundabout. The TA has considered a number of assessment scenarios for the modelling work taking account of existing baseline conditions, projected growth, committed development alongside the development of phase 1 of this development and when the development is fully built for operational use. The committed development reference includes a number of developments including the London Gateway Port and Logistics Park (LDO), Amazon at Tilbury, Tilbury 2 and various energy producing developments and residential developments in the Borough but also in Basildon and Castle Point authorities. It is recognised that highway improvements have been made in the area from the permissions at London Gateway through the permission for the Port and the LDO for the Logistics Park, and the more recent A13 widening works between the A13/A1014 junction and the Orsett Cock junction, which are nearing completion.

- 1.296 Using the assessment scenarios the VISSIM model has assessed the overall network performance on the basis of the full development in place over the AM peak period (7am to 10am) and PM peak period (4pm to 7pm) along with the forecast development peak period between 12 noon to 3pm, known as the Inter Peak period.

Journey Times

- 1.297 For journey times the TA has identified that the VISSIM model has assessed a number of journey points (TA Fig 8.2) along The Manorway and A13 corridor using the same time periods for assessment as stated above.
- 1.298 For eastbound journeys from the M25 junction 30 towards the site the TA explains that there would be a 1 minute increase to journey times along the A13 in the AM and PM peak but there would be a reduction in journey times during the Inter peak period.
- 1.299 For westbound journeys from the site to the A13 the TA Addendum (para 3.46) explains there would be an increase in journey times at the Sorrells roundabout from the A1014 westbound approach by 73 seconds during the Inter peak period, in this instance between 2pm and 3pm. For westbound journeys from the site to the M25 junction 30 there would be an increase of 1 minute 35 seconds in the Inter Peak between 2pm and 3pm, and for the PM peak hour, between 5pm and 6pm, the journey time would increase by 51 seconds (Appendix Q of the TA Addendum). Both these journey time increases are with the proposed mitigation in place. Without the mitigation the journey times would be longer, the mitigation to three roundabout junctions is explained below. The TA advises that a proportion of the increase in journey time is focussed around the Sorrells roundabout.

Queue Lengths

- 1.300 The LINSIG models have modelled queue lengths at the three key junctions assessed.
- 1.301 For the A13/M25 junction 30, there would be fluctuations in queues on each arm of the junction during different peak periods. The maximum increase would be 18 vehicles (100m – 110m) on the A13 east arm in the Inter Peak period (Table 3.1 – Appendix R – M25 Junction 30 Linsig Results). This takes account of the TA Addendum Appendix C (para 45), which recognises that for the M25 there would be a 1.47% per year increase in traffic growth.
- 1.302 For the A13/A1014 junction, there would be fluctuation in queues at the junction of between 1 – 3 vehicles (5m – 20m), but generally an overall reduction in queueing, on the A1014 in the Inter Peak period (A13 / A1014 Interchange – Table 5.1 / 6.1 / 7.1 of the A13 Corridor LINSIG Results document (Page 181 – 185 of Appendix R).
- 1.303 At the Sorrells roundabout junction, the A1014 would experience an increase in queue lengths from the eastbound A1014 (11 more vehicles / 65m) and the westbound A1014/TEP arm (4 more vehicles / 25m), (Sorrells – Table 2.1 / 3.1 / 4.1 of the A13 Corridor LINSIG Results document (Page 175 - 179 of Appendix R).

Local Junction Modelling

- 1.304 For local junction modelling the TA explains that a LINSIG model has been used to assess the impact upon the three key junctions on the basis of the full development in place with its traffic impact and the impact from committed development.
- 1.305 For the Sorrells roundabout junction, the TA Addendum (para 3.38) identifies that this junction will continue to operate within capacity during the AM and PM peak hours but during the Inter peak hours (12pm to 3pm) TA Addendum (para 3.39) identifies that this junction is already operating over capacity and therefore mitigation is required to improve the performance and operation of the junction. The proposed mitigation for this junction is explained in detail below. The TA Addendum (para 3.39) advise that the mitigation would result in a slight improvement, but the junction would continue to operate over its capacity in the Inter peak hour with the presence of the development.
- 1.306 For the A13/A1014 junction, the TA Addendum (paras 3.42-3.43) identifies through the modelling work that this junction operates over capacity during the AM peak, Inter peak and PM peak hours (without development). As a result of this modelling work it is identified that mitigation is required. The proposed mitigation for this

junction is explained in detail below and the implications of the mitigation mean that the junction would operate within capacity in the AM peak but would continue to operate above capacity for the Inter peak and PM peak, but with reduced congestion (queuing and delay) when compared to the position of no development at TEP. The TA Addendum (para 3.43) states the development provides betterment during the Inter peak and PM peak hours – the position in the Inter peak and PM peak periods is between with Development (plus mitigation) than without the Development. During the AM peak hour the junction goes from a position of over capacity without the development to a position of within capacity with the development in place.

- 1.307 For the A13/M25 junction 30, the TA identifies that this junction is already operating above capacity without the influence of the proposed development. The modelling work for the A13/M25 junction 30 also shows the northbound off slip from the M25 already experiences queuing, and the length of the queue would increase during the AM and PM peak periods. This is an existing issue and mitigation has been identified and will be secured through the Purfleet centre planning permission through traffic signals on the northbound link from the M25 junction 31 roundabout. For this application, mitigation has been developed to provide capacity benefits to the A13/M25 junction 30.
- 1.308 Furthermore, taking account of the applicant's proposed mitigation (option 2) the TA identifies that the proposed development would increase queue lengths on the A13 westbound off slip by 49m (8 – 10 vehicles) in the PM peak period (Table 6.7 of the M25 Junction 30 VISSIM Model Results document provided at page 33 of Appendix Q). This queue would be contained in the two dedicated mainline lanes for this junction. In the AM peak and Inter peak queue lengths would reduce by 66m (10 – 12 vehicles) and 193 m (38 – 40 vehicles) respectively.
- 1.309 The proposed mitigation is different to the mitigation already agreed with National Highways from the Purfleet centre planning permission and the Tilbury 2 DCO (Development Consent Order) for this junction. The TA explains that the assessment of this junction is based on the proposed development being completely operational by 2034. The TA also recognises that National Highways are proposing the Lower Thames Crossing that is designed, in part, to alleviate congestion at the M25 junction 30.
- 1.310 National Highways have advised that the modelling undertaken at M25 junction 30 shows that the proposed development would have a material and significant impact upon this junction without mitigation. The proposed scheme of mitigation is identified in the section below.

Conclusion to this section

1.311 The VISSIM modelling identifies hotspots at three key junctions, these being the Sorrells roundabout junction, the A1014/A13 roundabout junction and the A13/M25 junction 30 roundabout. The TA recognises improvements are required to these three junctions and the mitigation to these junctions is explained in the section below, which would deliver betterment to the operation of these junctions during the AM and PM peak hours, and during the Inter Peak hours.

Highway Improvements and Mitigation

1.312 As part of the designated HGV route to from the site, identified as The Manorway to the A13 and then either east or west on the A13, various highway works are proposed to three junctions which have been subject to forecast modelling of future vehicle movements. All three junction improvements have been subject to stage 1 road safety audit testing. The TA, TA Addendum and Appendix S of the TA Addendum identify the three junctions are:

- The Sorrells Roundabout Junction
- A13/A1014 Roundabout Junction
- A13/M25 Junction 30 Roundabout Junction

Sorrells Roundabout Improvements

1.313 The proposal includes changes to the current layout of the Sorrells roundabout.

1.314 The changes would create an additional lane on the south eastern section of the main carriageway of the roundabout, adjacent to the port access road. This would increase capacity on the roundabout. This additional lane would form the new dedicated lane for westbound traffic travelling into Stanford Le Hope and would allow for 3 lanes on the roundabout to flow towards to the northbound carriageway to The Manorway towards the A13. One of the lanes on the roundabout retains a right turn for eastbound traffic to The Manorway. The changes would be subject to revised lane markings.

1.315 On the westbound carriageway an additional lane would be provided so the capacity is increased from 2 lanes on the main carriageway to 3, although the 3 lanes would change back to 2 lanes shortly after the Sorrells traffic light junction on the westbound carriageway. The changes to the road layout would widen the existing carriageway to allow for space for the dedicated right hand turn lane for the Sorrells traffic light junction. The existing pedestrian crossing facilities at the Sorrells traffic light junction would remain unchanged, although a new signal controller would be installed. Two reconstructed maintenance grasscrete

hardstandings would be also be installed. The changes would be subject to revised lane markings.

- 1.316 To facilitate the proposed highway improvement would be secured as a planning obligation to be included in an s106 legal agreement for the applicant to implement the scheme through a s278 legal agreement under the Highways Act.

A13/A1014 Junction Improvements

- 1.317 At the roundabout junction of the A13/A1014 junction changes are proposed.
- 1.318 The first of these changes would be to widen the existing left turn lane of the A13 westbound carriageway off slip road. This would be widened from 2 lanes to 3 lanes with a dedicated left turn lane to allow vehicles to flow onto the eastbound carriageway of The Manorway towards the Sorrells roundabout junction. Revised lane allocations would be provided on The Manorway and at the A13/A1014 roundabout junction.
- 1.319 The second change would be to the westbound carriageway lane markings on The Manorway. The changes would dedicate 2 lanes for the A13 westbound direction and 1 lane for the A13 eastbound direction with local traffic routes onto the A1013 and B1007 remaining the same.
- 1.320 To facilitate the proposed highway improvement would be secured as a planning obligation to be included in an s106 legal agreement for the applicant to implement the scheme through a s278 legal agreement under the Highways Act.

M25 Junction 30 Improvements

- 1.321 At the roundabout junction of the A13/M25 Junction 30 changes are proposed.
- 1.322 The first change is to the westbound off slip road from the A13 to the roundabout junction. The changes would result in carriageway widening works on the southern side of the slip road. This would allow for adjustment to the existing 4 lanes on the off-slip road and allow for the insertion of a traffic island with traffic light signal either side of the 2 lanes on this off slip road. The existing lighting columns on the southern side of the carriageway would re-sited. Revised lane markings would be painted on the road as a result of this change along with the changes to the traffic light signal timings.
- 1.323 The second change is to widen part of the carriageway on the roundabout on the inside part of the roundabout to increase capacity and revised lane markings would be painted on the road.

1.324 The consultation response from National Highways requires these works to be secured through planning conditions for the junction improvements, for a second road safety audit and for a signage strategy.

Conclusion to this section

1.325 For the Sorrells roundabout junction and the A13/A1014 roundabout junction the Council's Highways Officers advise that the amendment to the highway layout is difficult to argue against in policy terms and in terms of traffic volumes, subject to agreement of triggers for the timings of the works through the s106, along with financial contributions for works to these junctions. The Council's Highways Officers consider that this development will have a severely adverse impact on the local road network in terms of traffic impact, road safety and large vehicular traffic use, without suitable mitigation. This is particularly bearing mind that there are concerns that the additional traffic will add to existing issues, such as accidents, red light jumping and speeding. It is therefore necessary to mitigate the highway impacts through the proposed junction works and these would be secured through the s106 agreement and through a s278 agreement under the Highway Acts. The initial drawings for each of these works have been subject to a Road Safety Audit stage 1 and further design work and road safety audits would be necessary before the works commence and would be secured through these legal obligations.

1.326 For the proposed works to A13/M25 Junction 30, National Highways have provisionally agreed the proposed mitigation work and the recommendations of a stage 1 road safety audit that their contractors would undertake. National Highways raises no objections and recommends that planning conditions are imposed which for the proposed works to A13/M25 Junction 30 to be agreed along with a stage 2 road safety audit and a signage strategy.

1.327 The proposed works to these junctions are essential as mitigation measures to address the policy position with regard to policies PMD9, PMD10, CSTP15, CSTP16. In addition, and to meet with the most up to date policy test as set out in paragraph 111 of the NPPF, the proposed junction works are essential to address what would otherwise be a 'severe' impact upon the highway network.

Highway Safety Measures – Average Speed Cameras

1.328 The TA and its relevant Addendum identifies a contribution to implement average speed cameras along The Manorway (between the Sorrells roundabout and the site). The scheme indicatively includes 6 camera locations, which would monitor both the 40mph and 50mph extents of the road. A financial contribution of £561,956 (minimum) will be secured as a planning obligation through an s106 agreement, which would also include ongoing maintenance costs for 10 years. Such measures

would contribute to road safety and road safety as a recognised requirement of policy PMD9. The mechanism for this contribution is based on a bespoke evidence-based approach, factoring in key intervention criteria set by Essex Police, whom would be the managing authority on the final scheme.

Sustainable Distribution Plan

- 1.329 For freight transport, policy PMD11 requires development creating more than 200 daily HGV movements to produce a Sustainable Distribution Plan to include evidence that commercially viable opportunities for freight carried by rail, water, pipeline or conveyor have been maximised. The policy also requires for B1, B2 and B8 uses in excess of 30,000m² planning obligations for Vehicle Booking Systems for each occupier as part of the overall Sustainable Distribution Plan to ensure that site cannot be used by any operator.
- 1.330 The TA, its Addendums and Appendix AA identifies that a Sustainable Distribution Plan (SDP) would manage HGV (and LGV) traffic associated with the development with the aim of ensuring that HGV and LGV movements associated with the site can be minimised and appropriately managed. The SDP would be secured through a planning condition for a Development Plot that would involve a storage and distribution uses (Class B8), open storage uses (Class B8 & Plot S only), manufacturing uses (Class B2) and energy and waste uses (Sui Generis), as these are the uses identified to generate most HGV and LGV vehicle movements. This would ensure that a more robust suite of assessment on each operators needs is addressed, rather than one document for the entire site.
- 1.331 The SDP condition requires a number of measures to reduce HGV and LGV impact on the local and strategic highway network, and to reduce pollution. These include:
- Overnight lorry parking, driver welfare facilities and arrangements for drivers at Development Plots where no overnight staying is permitted
 - Vehicle booking systems designed to manage access during peak periods.
 - For the operators of each Development Plot to become a member of the Council's Freight Quality Partnership.
 - Promotion of less polluting vehicles.
 - Vehicle booking systems designed to manage access during peak periods.
 - An assessment of and measures to include the potential for the Development to utilise the river and rail infrastructure and whether pipeline or conveyor infrastructure can be maximised.
 - Ongoing monitoring provision.

- 1.332 The SDP would be reviewed regularly as part of the Travel Plan committee monitoring through the s106 legal agreement requirements.
- 1.333 With regard to freight movement the Council's Highway Officers consider that the TA does not offer physical measures for alternative methods of freight movement such as rail or water to reduce that impact, only references for potential for land to be set aside. It is likely that road traffic freight would significantly impact on the highway network and to address the issues and meet policy requirements a Sustainable Distribution Plan and a number of conditions are required to mitigate the issues arising and to bring the issues below the 'severe' classification as identified paragraph 111 of the NPPF.
- 1.334 In addition to this, the Council's Highway Officers require the applicant to pursue access links with the neighbouring London Gateway Port and Logistics Park site to reduce freight traffic via the local highway network. The Council's Highway Officers advise that this feature alone has the potential to significantly reduce impact on the local network and as stated above such opportunities would form part of the s106. It is recognised by the Council's Highway Officers that this measure needs to be explored with regard to freight movement and the requirements of policy PMD11. The link would be contingent upon London Gateway Logistics Park agreeing to the creation of a freight and bus link to the Logistics Park. However, without this link, the highways mitigation is considered to be very finely balanced, and if the link could have been provided without third party involvement, it would be considered necessary mitigation. The provision of the link would also help achieve the Travel Plan targets through greater efficiency of bus services. It will be incumbent upon the Council to work with both the applicant and London Gateway Logistics Park to achieve the link if possible.

Vehicle Management and Enforcement Measures

- 1.335 The TA, its Addendum and Appendix AB includes strategies to address potential traffic impacts upon local communities and this is in the form of vehicle enforcement for HGV enforcement and car/van enforcement measures.

HGV Enforcement

- 1.336 To mitigate HGV's using routes other than the designated route to and from the site, which is The Manorway to the A13 and then either east or west on the A13, there are existing weight restrictions on parts of the public highway that prevent HGVs from using routes through Corringham and Stanford Le Hope. The proposals provide a contribution towards amendments to the current HGV movement strategy for Stanford Le Hope and Corringham. This will enable the Council to re-evaluate the HGV movement strategy for the area and make appropriate changes to mitigate

impact of HGV movements on local roads. This will provide changes to the current Traffic Regulation Orders with a number of ANPR camera sites to monitor the area and the proposal would provide up to 16 cameras to be installed. These cameras would be installed around Corringham and Stanford Le Hope.

- 1.337 The exact location and details of the camera mitigation measures would be secured through a Local Traffic Management Strategy for HGV Management and this would be subject to a financial contribution of £736,000 which would form a planning obligation to an s106 legal agreement. Such measures would contribute to road safety as a recognised requirement of policy PMD9 and PMD11.

Car and Van Enforcement

- 1.338 During the consultation period the Council's Highway Officer raised concerns over rat-running traffic through Corringham and Stanford Le Hope. To mitigate rat running by cars and vans through Fobbing, Corringham and Stanford Le Hope a number of flexible measures, on an evidence based approach.
- 1.339 To finance such mitigation measures a financial contribution of £287,500 would be provided for Fobbing and Corringham, and a financial contribution of £172,500 would be provided for Stanford Le Hope. These two schemes would be known as the Car/Van Management and Enforcement. Such measures would contribute to road safety as a recognised requirement of policy PMD9.

HGV Emergency Access Maintenance Crossover

- 1.340 The TA Addendum and Appendix K identifies that the proposal includes two areas of HGV Emergency Access Maintenance Crossover as required by the Council along The Manorway to the east of Sorrells roundabout to safeguard access to the site and prevent diversion routes through residential areas. This also includes emergency contra-flow provision on The Manorway between the Sorrells junctions to Church Hill junction. These works would be secured through a planning condition. Such measures would contribute to road safety as a recognised requirement of policy PMD9.

The Environmental Impact (EIA)

Construction Phase Impact

- 1.341 The Construction Phase is identified in the ES to take place over a 13 year time period and the ES identifies (Chapter 11B table 11.16) that the predicted daily construction traffic movements by 2035, taken as the worst case scenario, are:

Vehicle type	Average Trips per Day (two way)
HGV	24
Cars/vans	132
Total	156

1.342 The ES anticipates that 66% of these vehicles movements would be via the A13 (west) with 33% from the A13 (east). The ES also anticipates that there would be 127 full time equivalent workers over the construction phase.

1.343 When combined the Construction and Operational Phase would result in the following vehicle movements (Chapter 5B Table 5.4):

Vehicle Type	Maximum Trips per Day (two way)
HGV	2,246
Cars/Vans	7,168
Total	9,414

1.344 The ES assesses the worst-case combination of construction and operational traffic and development traffic in terms of traffic volume occurs near full build out of the development which would be after the remediation and decommissioning phase.

1.345 The ES identifies that the Construction Phase mitigation for transport and access would be through a Construction Environmental Management Plan (CEMP) that would minimise and mitigate any effects from all construction traffic. The measures would include making use of off peak periods, appropriate construction traffic routing to be agreed, including for abnormal loads and hazardous loads. The TA identifies that a HGV Routing Plan has been developed for the site which directs HGV's along The Manorway to the A13 and this would be secured through the CEMP planning condition.

1.346 The ES concludes that the Construction Phase would have 'negligible' effects in EIA terms.

Operational Phase Impact

1.347 For the operational phase, the ES assesses the effects to be 'negligible' following the implementation of the measures identified in the Travel Plan and all the other highway improvement and mitigation measures as stated above, as this would provide additional highway capacity and increase network resilience.

1.348 The ES assesses the cumulative effects from the construction phase and operation phase of the development would be ‘negligible’.

Summary of highway mitigation measures/planning obligations and conditions

1.349 The tables below provides a summary of each of the proposed mitigation measures and the value/contribution of that measure for inclusion in an s106 legal agreement.

1.350 The first table below identifies ‘contributions’ that will be payments by the applicant to the Council over a phased period of time for the Council to implement these projects, unless these projects are otherwise dealt with through a s278 agreement under the Highways Act. The figures provided are in relation to the reasonable costs for installation of each element including the design and management costs. However, to ensure that the Council can manage the risk of delivery of these projects, the contributions will be pooled into one Highways mitigation contribution. This provides the Council with the flexibility to deliver projects as they are required to the appropriate level of funding.

Type	Project	Total Value of Project
Contributions	TP Monitoring Fee	£1,025 per annum
	Active Travel corridor - Five Bells to One Tree Hill - cycle route	£1,023,500
	Active Travel Corridor - One Tree Hill to Woodbrook Way - cycle route	£1,040,750
	Active Travel Corridor - Woodbrook Way to A1014 Manorway - cycle route	£990,150
	Active Travel Corridor - Southend Road to Victoria Road - cycle route	£219,305
	Active Travel Corridor - Hardie Park to Southend Road - cycle route	£175,950
	Active Travel corridor - Trim Trail upgrade (3rd party developer scheme)	£313,000
	Manorway Re-surface Active Travel	£1,012,000
	Manorway Lighting Active Travel	£756,700
	Measures to control HGV vehicles	£747,500
	Average Speed Cameras (Manorway)	£561,956
	Vehicle Management and Enforcement	£736,000

	Measures for HGV management	
	Vehicle Management and Enforcement Measures for other vehicles through Fobbing and Corringham	£287,500
	Vehicle Management and Enforcement Measures for other routes through Stanford Le Hope	£172,500
	Sorrells Roundabout and Junction Improvements	To be secured through a s278 agreement
	A13 / A1014 (The Manorway Interchange) Roundabout and Junction Improvements	To be secured through a s278 agreement
	Travel Plan Target Remedial Measures Fund (if activated)	£400,000

1.351 The second table (below) identifies ‘obligations’ and these are identified as projects that require the applicant and the Council to be involved but the delivery will be undertaken by either the by the applicant, the Travel Plan Co-ordinator or other organisations and stakeholders. Again, this is itemised to demonstrate reasonable costs for each item but would be pooled into a specific Travel Plan measures contribution.

Type	Project	Total Value of Project
OBLIGATIONS	Bus Route One (Bus Route to Basildon) & Bus Route 2 (TBA)	£4,200,000 to be allocated to the Travel Plan Committee and/or the Travel Plan Co-ordinators to procure and organise the bus service
	Car Sharing/Pooling	Obligation on the applicant
	Car Club	Obligation on the applicant to provide and fund a car club
	Pool e-bikes	Obligation on the applicant to provide, fund, manage and maintain the e-bikes and docking stations scheme
	Travel Plan and Amenity Hub plus Travel Plan monitoring	Obligation on the applicant to provide and

		implement the Travel Plan
	Travel Plan Coordinator	To be appointed and funded
	HGV Emergency Access (Maintenance Crossover scheme)	To be secured through a s278 agreement
	Access link between London Gateway and TEP for sustainable travel & freight movement – a right of access provision	To be secured as an obligation upon the applicant

1.352 From the tables above a significant financial contribution is required to mitigate the impacts of the development and these contributions and obligations would be secured through the s106 legal agreement and through s278 agreements under the Highways Act where required. One further obligation is the Access link scheme between the site and the London Gateway Logistic Park site.

1.353 In addition to the planning obligations stated above there are a number of planning conditions directly related to these highway considerations as well as other conditions that are relevant, for example highway matters within a future Design Code and the Construction Environmental Management Plan. The specific highway conditions include various compliance triggers and the provision of information through future reserved matters application and/or conditions where relevant. These conditions require future details of the movement network (all highway details), parking and parking management, cycle parking, servicing strategy, HGV/LGV routing, lorry parks, restrictions on HGV movements for open storage use, details of the future pedestrian/cycle bridge over Shellhaven Creek, emergency crossovers, a Sustainable Distribution Plan and various conditions seeks to safeguard rail and river usage for potential future freight movements and management.

Conclusion for this section

1.354 The assessment of the access, traffic impacts, connectivity, travel plan, parking and mitigation measures have been subject to significant consultation and discussions throughout the lifetime of this planning application.

1.355 The applicant's TA and TA addendum portrays a positive opinion towards the potential traffic impact from this proposed development and suggests this is achieved by measures to decrease car borne traffic movements by using other modes of transport, including walking, cycling, public transport, car club's etcetera. The Council's Highways Officer considers that the potential impact on the highway

network is significant and without suitable mitigation would have a severely adverse impact on the highway network.

- 1.356 The Council's Highways Officer acknowledges the need for mitigation and the applicant's submission does include a package of proposed mitigation which would bring the traffic impact to a level in line with policy that would not result in a 'severe' impact on the highway network, having regard to the test set out in paragraph 111 of the NPPF. Nonetheless, the Council's Highways Officer considers this is a finely balanced case in terms of acceptability and relies on a significant change of modal split for it to be achieved. The Council's Highways Officer concludes that the requirement to implement or contribute to mitigation measures to mitigate the harm from this development is essential and the minimum requirement has been provided to comply with local and national policies. Similarly, National Highways conclude that there is a need to secure mitigation to M25 junction 30 through planning conditions.
- 1.357 Overall, the access, traffic impacts, connectivity, travel plan, parking and mitigation measures are, on balance, 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, planning conditions and through the future reserved matters where identified.

IV. DESIGN, LAYOUT AND IMPACT UPON THE AREA

- 1.358 Policies CSTP22 and CSTP23 both seek to create high quality design, character and distinctiveness for new developments, and policy PMD2 requires proposals to respond to the sensitivity of the site and its surroundings for various criteria. Chapter 12 of the NPPF as a benchmark to new development, through paragraph 126, requires 'the creation of high quality places'.
- 1.359 In addition to policy the Thurrock Design Strategy, which seeks achieve high quality design within the Borough, was adopted in 2017 as a supplementary planning document and endorsed as a material consideration in the determination of planning applications. Section 3 of the Guide ('Designing in Context') requires applicants to appraise a development site by taking the following considerations into account:
- understanding the place;
 - working with site features;
 - making connections; and
 - building in sustainability.

Design Review

1.360 The proposed development has been subject to a Design Review process which took place in August 2017 and in principle it was recognised that the scheme presents a significant opportunity for regeneration and economic growth, but recommendations were made for improving the quality of design. Since then, the scheme has evolved to reflect the proposed development subject of this application.

Vision and Plans

1.361 The applicant's vision is described in their Vision Statement as follows:

To create a sustainable 'next generation' manufacturing, logistics and energy hub for London and the South East that optimises Thames Enterprise Park's unique location and inter-modality to bring a historically important site back into economic life providing jobs, investment and economic vibrancy to the region and the UK.

1.362 As an outline application consideration has to be given to the Illustrative Masterplan and Design and Access Statement which helps provide details of how the site might look in the future once developed. The Parameter Plans would secure the key information and requirements for the future reserved matters to follow. The documentation identifies that a Design Code would be created and secured through a planning condition to further influence site wide requirements, character areas, and the proposed development plots.

1.363 The Design and Access Statement (DAS) identifies the site would have seven distinct Character Areas, split into three Landscape Character Areas and four Built Form Character Areas. These Character Areas provide more detail than the Illustrative Masterplan.

1.364 The Landscape Character Areas are referred to as The Park Loop, Shellhaven Creek and Spine Road.

1.365 The four Built Form Character Areas are referred to as the Sustainable Industries Park and Amenity Hub, the Northern Edge for energy and manufacturing/logistics uses, River and Creekside for mixed use energy and manufacturing/logistics, and the Perimeter Thames for flexible open storage.

1.366 The following sections consider the layout, scale and massing, design and appearance, and the Design Code details.

Layout

- 1.367 The Parameter Plans would secure a number of key considerations which include development plots (A to S), land uses, green infrastructure, access and circulation routes, and public and private access arrangements. There are no objections to the proposed layout for each of the Parameter Plans. The combination of overlaying the Parameter Plans helps to create the proposed Illustrative Masterplan, which shows how the proposed development could be developed in the future. The character areas and proposed uses identified would help develop the Illustrative Masterplan further along with detailed design codes.
- 1.368 From these plans it is recognised that the Sustainable Industries Park Character Area would be located adjacent to the main access to the site and this area would allow for a range of storage and distribution uses, general industrial uses, and energy uses. The Illustrative Masterplan shows the proposed layout would be more medium scale developments when compared to some of the potential larger developments across the site. The location of the Sustainable Industries Park Character Area in this location would help provide a human scale form of development and welcoming appearance to the site. The Amenity Hub is proposed to be centrally located within the site which would provide the best location for easy access from all parts of the site with key hub buildings proposed to be located to the southern part of the Hub to benefit from views south across the Shellhaven Creek and beyond towards the River Thames. The River and Creekside Character Area would include manufacturing/storage and distribution uses with an area of energy uses to the western part of the site, along with access to a rail siding for a potential rail terminal location. The Northern Edge Character Area would be associated with tall buildings, including stacks, all associated with energy uses which would be adjacent to the Thames Oil Port. The eastern part of the site would be used for open storage uses.
- 1.369 The proposed layout of the development as defined in the Parameter Plans would be well connected for green infrastructure, access and circulation routes, and public and private access arrangements. Overall, there are no objections to the layout of the development as detailed in the Parameter Plans and as shown in the Illustrative Masterplan with regard to policies CSTP22 and PMD2.

Scale and Massing

- 1.370 Specific to building heights policy PMD3 sets out the relevant criteria for assessing tall buildings and with specific reference to the relationship to context and creating a well-designed development.
- 1.371 The proposal includes a Building Height Parameter Plan which demonstrates a range of proposed building heights across the site. The Sustainable Industries Park and the Amenity Hub areas would provide buildings heights up to a maximum of

23.4m high and these buildings would be locations where most people would be present on site and are therefore more appropriate in height for these areas and future uses.

- 1.372 Taller buildings are proposed for the Northern Edge, River and Creekside and the Perimeter Thames Character Areas. The Building Height Parameter Plan would allow for buildings up to 48.4m and the Illustrative Masterplan and 3D illustrations from the Design and Access Statement demonstrate the potential massing of development across the site. It is recognised from the Illustrative Masterplan that within the central and eastern locations of the site (River and Creekside Character Area) substantially sized buildings are proposed but in this flat low lying location such development can be accommodated without adversely impacting upon the landscape and visual appearance of the area, also taking into account similar sized development on the London Gateway Logistics Park and the cranes at the London Gateway Port.
- 1.373 Throughout various locations across the site the tallest structures would be comprise of a number of chimney stacks, up to 103m high and these would be associated with the proposed energy producing uses. It should be noted that the existing chimney stack would be retained, which is 115m high. The Design and Access Statement provides 3D illustrations of how the site could appear in the future showing the proposed chimney stacks which are indicatively shown to be more slimline structures when compared to the existing chimney stack.
- 1.374 Overall, there are no objections to the scale and massing of the development as detailed in the Parameter Plans and as shown in the Illustrative Masterplan with regard to policies CSTP22, PMD2 and PMD3.

Design and Appearance

- 1.375 As an outline application there are no details of the exact design and appearance of buildings on this site, however, the Design and Access Statement includes visualisations of all areas of the site and within the Character Areas. It is stated that high quality materials would be used through the development, but such details shall need to be included in a Design Code condition and subject of future approval, to ensure design quality is achieved. There are no objections raised to the design and appearance of the proposed development with regard to policies CSTP22 and PMD2.

The Design Code

- 1.376 It has been agreed with the applicant that a Design Code document shall be prepared and secured through a planning condition. The Design Code will influence

the proposed development of the site for the future reserved matters applications to ensure design quality is achieved that is appropriate for this location and the wider environment. The Design Code would adhere to the latest industry standard/national Design Code guidance and secure site wide coding for access/movement, green infrastructure, built form, public space, energy and sustainability, security, lighting and wayfinding. The Design Code would also develop the proposed Character Areas further and consider plot typologies and coding for each typology

Impact upon the Area

- 1.377 The site is a flat low-lying levelled site with sensitive receptors to the north and east being the marshland environment and creeks. Immediately to the north and to the west the neighbouring developments are industrial and commercial dockside development which emphasises the industrial feel and appearance associated with this part of the Borough. The Construction Phase of the development would lead to a change in appearance but by the Operational Phase and over time the proposed development would appear as an extension of the industrial appearance in this part of the Borough replacing the former oil refinery. The proposed development would therefore not lead to any adverse impacts upon the character and appearance of the area.
- 1.378 The Council's Urban Design Officer raises no objections subject to further information being provided and secured through a number of planning conditions, in particular a detailed Design Code condition and the need for the development to achieve sustainability measures. The Essex Police Architectural Liaison Officer has advised that the development shall need to accord with the Secured By Design (SBD) Commercial accreditation alongside the BREEAM accreditation route, which can be secured through condition, in particular the Design Code condition but also a bespoke Secured by Design condition.

Conclusion for this section

- 1.379 Overall, the layout, scale and massing, design and appearance, and the Design Code approach are acceptable and can be secured through condition and through the future reserved matters to ensure compliance with policies CSTP22, CSTP23, PMD2 and PMD3 along with the Thurrock Design Strategy and Chapter 12 of the NPPF and the guidance contained in the PPG.

V. LANDSCAPE AND VISUAL IMPACT

- 1.380 Policies CSTP23, PMD2, PMD3 and guidance contained in the NPPF advises on landscape character and development impacts.

- 1.381 The ES identifies the baseline conditions derived from the Landscape and Visual Impact Assessment (LVIA) which states that the site lies within the Thurrock Council's character area 'C2: Coryton and Marshes', which is noted as being an industrial landscape dominated by vertical features with remnant marsh grassland across a low lying and level landscape. The site currently consists of extensive areas of hardstanding, built form and infrastructure associated with the former oil refinery use, with the Shellhaven Creek passing through the site. The ES considers the site to have low and very low landscape value, and visually the site is seen in the context of taller cranes at the London Gateway Port, neighbouring oil refinery uses from the Thames Oil Port to the north and east and the retained chimney stack within the application site. In terms of the Thurrock Council's character area 'C2: Coryton and Marshes' the ES assessed the proposed development's effect to be 'minor beneficial' and for the neighbouring 'C1: Fobbing Marshes' to the north the effect to be 'negligible', similarly for the landscape character areas to the east and west.
- 1.382 For the Construction Phase, the proposed construction activities would involve the introduction of new temporary elements, including material stockpiles, cranes, plant, fencing/hoardings, lighting and construction site compounds; increased movement of plant and machinery, raising of ground levels and the emergence of new built form. The ES proposes a range of mitigation measures to reduce the effects of the construction activity upon the landscape features and visual impact. The mitigation measures would include control of security lighting to minimise light spillage/spread, limiting movement of materials between stockpiles, minimising tall plant and machinery and controlling work hours. Such measures would be detailed through a Construction Environmental Management Plan. The ES identifies the landscape effect on features and character to be 'not significant', and for views this would be considered a 'minor to moderate' effect in ES assessment terms. The Construction Phase is temporary although with a large development like this those effects would be experienced for a number of years as the site is built out.
- 1.383 For the Operational Phase, the Building Heights Parameter Plan sets out the built form will range between 13m AOD to 48.4m AOD and would include 3 chimney stacks up to 103m AOD, in addition to the retained stack at 115m AOD. The other Parameter Plans would establish access routes within the site, land uses, and development plots. The Green Instructure Parameter Plan would provide for planting and ecological enhancement, recreation and drainage systems as a form of mitigation. Additional mitigation would be secured through planning conditions including a Design Code to consider the massing of built form, responding the site's context through landscaping and biodiversity, creation of public open spaces and innovative façade detailing. The applicant's Framework Landscape and Biodiversity Management Strategy (LBMS) and details of the long-term landscape management

and maintenance approach would also be secured through a planning condition (F2 and F6).

- 1.384 In terms of the landscape impact, the ES identifies that there would be 'negligible' effects during construction and in year 1 of the Operational Phase upon landscape character and by year 15 of the Operational Phase the ES states that there are likely to be 'neutral' to 'moderate beneficial' effects through improvements to the Shellhaven Creek, increased permeability and accessibility, and the establishment of landscaping and built form.
- 1.385 In terms of the visual impact, the site is visible from the eastern floodwalls of Holehaven Creek, from the public rights of way to the north and upon the approach route to the site from the west. The construction activities are assessed in the ES to have a 'moderate adverse' visual effect; however, it should be noted that this site is viewed in the context of some significant existing infrastructure including the cranes at the London Gateway Port and neighbouring oil refinery structures which already has significant visual effects upon the receptors when viewing this area. The site was formerly an oil refinery and there are still existing oil refinery buildings and structures on site that currently have an existing visual effect and that would be removed. It should be noted that some demolition works have already taken place for site clearance. The proposal would change the visual effect through new development and land uses. The visual effects would change as the site evolves through early site development in year 1 of the Operational Phase. By year 15 of the Operational Phase the ES assesses the visual effects to be 'moderate beneficial'. For visual receptors further away from the site the ES recognises that the visual effects are likely to be 'negligible to minor beneficial' in ES assessment terms.
- 1.386 For lighting the site lies within the context of existing lighting sources and the use of additional lighting through the proposed development, which is likely to include temporary construction lighting for the Construction Phase, and then for the Operational Phase various forms of lighting would be installed including new street lighting and lighting emanating from the newly built development. The ES identifies that lighting would not lead to 'significant effects' in ES assessment terms. Planning conditions through the use of a Design Code and a separate lighting strategy can control the use of lighting to prevent light-spillage and to reduce the 'magnitude of effect' experienced.
- 1.387 The ES has assessed the cumulative impact upon the landscape character which is already recognised for its industrial structures and uses. The ES recognises that the cumulative visual effects were identified during construction as cranes and construction vehicles would be visible, however the long-term impact would create

new built form with integrated landscaping that the ES considers would range from 'minor adverse' to 'negligible beneficial' in ES assessment terms.

1.388 The Council's Landscape and Ecology Advisor considers that the LVIA is appropriate but appropriate landscape planting is needed to reflect that the site is part of the open expansive coastal grazing marsh associated with the estuary location. The Framework Landscape and Biodiversity Management Strategy also recognises this and the principles set out in the document are appropriate but a management body would need to be established. Therefore, a revised Landscape and Biodiversity Management Plan is required and can be secured through a planning condition. During the course of the application Plot S has changed from the original proposal for built form to a proposed open storage use. The Council's Landscape and Ecology Advisor considers this part of the site has potential to have more adverse visual effects than a well-designed building, but those effects would not be significant as views would mainly be limited to those in and around the site. A Design Code can incorporate measures to mitigate adverse effects of the proposed development.

Conclusion for this section

1.389 In conclusion to this section of the report the proposed development is considered acceptable with regard to policies CSTP23, PMD2, PMD3 and the guidance contained in the NPPF/PPG advises on landscape character and development impacts, and subject to mitigation measures identified being secured through planning conditions.

VI. GREEN INFRASTRUCTURE AND LANDSCAPING

1.390 Policy CSTP18 seeks to require a net gain in Green Infrastructure and seeks to 'address the connectivity between urban and rural areas in the Borough and ensure that such green assets are multi-functional in use'. The policy also identifies that 'opportunities to increase Green Infrastructure will be pursued in new developments through the incorporation of features such as green roofs, green walls and other habitat/wildlife creation and also innovative technology'. Policy CSTP20 seeks 'to ensure that a diverse range of accessible public open spaces, including natural and equipped play and recreational spaces is provided and maintained to meet the needs of the local community'. Policy PMD2 seeks provision and enhancement of landscape features required for multiple uses and eco system services including amenity, recreation, and surface water drainage. PMD5 seeks to ensure new development provides for open space, outdoor sports, recreational facilities, allotments and placemaking with specific criteria for all these uses.

- 1.391 Paragraph 92 of the NPPF seeks provision of safe and accessible green infrastructure.
- 1.392 Parameter Plan 4 (Green Infrastructure Plan) identifies that a series of green corridors would be provided throughout the site and in some instances these corridors would be away from roads to create a safer and more pleasant environment for all users. The green corridors would also provide opportunities for access to the southern site boundary at the River Thames and the north eastern part of the site adjacent to Holehaven Creek as well as internal routes to the Shellhaven Creek area. These routes are identified for pedestrian and cycle access opportunities.
- 1.393 The applicant's Design and Access Statement (DAS) elaborates further upon Parameter Plan 4 (Green Infrastructure Plan) and explains the proposed green infrastructure proposals in more detail. The DAS identifies the site would have three Landscape Character Areas known as The Park Loop, Shellhaven Creek and Spine Road. Most relevant to the Parameter Plan 4 (Green Infrastructure Plan) is The Park Loop or Loop, as it's also referred to in the DAS, and this would provide a circular route around the central part of the site linking the Amenity Hub, areas along the River Thames through the site north towards Holehaven Creek and the proposed café location before passing around the top part of the site and heading south back towards the Amenity Hub. Further sub characters are referred to in the DAS as destination points, namely Thames Estuary Park and Holehaven Park that form part of the route as stated above. These areas would provide benefits for staff and users of the site as amenity areas with open space, walking and cycling routes, landscape features, signage and seating areas. The Spine Road Landscape Character Area provides more detail regarding the footpath and cycle route alongside the road which would appear similar to a tree lined avenue. The Shellhaven Creek Landscape Character Area would remain as existing as a saltmarsh creek passing through the site.
- 1.394 Further to the applicant's Design and Access Statement (DAS) and Parameter Plan 4 (Green Infrastructure Plan) the proposed Design Code condition will require further information to be provided to these Landscape Character Areas so the details can be agreed and implemented through the future reserved matters to the application. The Design Code for the site will set site wide green infrastructure coding and plot coding for landscaping as part of a landscape hierarchy. In addition to the Design Code condition other conditions would be imposed to secure a site wide green infrastructure plan and landscaping schemes for each of the reserved matters.
- 1.395 The Council's Landscape and Ecology Advisor considers that Parameter Plan 4 (Green Infrastructure Plan) should only be seen as a core provision for green

infrastructure with further measures required to be delivered through the reserved matters and/or conditions where necessary as identified. The Council's Landscape and Ecology Advisor recognises that the Design and Access Statement includes the Landscape Character Areas but recognises that is more to do with landscape principles and green infrastructure, which alongside the Design Code shall need to be secured through condition, which will further influence of the future development of this site.

- 1.396 In terms of the surroundings beyond the site The Council's Landscape and Ecology Advisor considers it is essential that access is managed to ensure disturbance of wintering birds to the sensitive ecological designations in the area (SPA and SSSI) does not occur, and that appropriate landscape planting is needed to reflect that the site is part of the open expansive coastal grazing marsh associated with the estuary location. It is considered that conditions are required for a site wide green infrastructure masterplan, for details of the proposed planting and suitable habitat features, and a detailed green infrastructure plan for identifying surface water drainage areas, access and visitor provision. These conditions would also require a timescale for delivery. Such matters are all covered in the proposed conditions to this application.

Conclusion for this section

- 1.397 In conclusion to this section of the report the proposed development is considered acceptable subject to the conditions regarding the proposed future green infrastructure and landscaping measures being secured having regard to policies CSTP18, CSTP20, PMD2 and PMD5 and the guidance contained in the NPPF/PPG.

VII. ECOLOGY AND NATURE CONSERVATION

- 1.398 Policy CSTP19 seeks measures to contribute to biodiversity in the Borough through positive biodiversity management. Policy PMD7 requires development proposals to retain local biodiversity value and enhance on site to mitigate any loss of biodiversity. Policy PMD7 also does not permit the 'loss of a locally designed biodiversity site except in exceptional circumstances where it can be demonstrated that there is a no alternative'. Paragraph 175 of the NPPF advises that development should be 'minimising impacts on and providing net gains for biodiversity'.
- 1.399 To the south of the site is the statutory designated Thames Estuary and Marshes SPA (Special Protection Area) and Ramsar site and the Thames Estuary recommended Marine Conservation Zone, where one of the jetties within the site areas is located. Holehaven Creek is located to the north and east of the site and

forms a Site of Special Scientific Interest (SSSI) and a potential SPA (pSPA). Canvey Wick SSSI is located approximately 200m to the north east of the site. The non-statutory designated Manorway Fleet Reedbed Local Wildlife Site (LWS) is located within the site.

Habitats Regulations Assessment

1.400 As the site is located close to internationally and nationally designated sites namely the Thames Estuary and Marshes SPA and Ramsar site, and the Holehaven Creek potential SPA. European sites are afforded protection under the Conservation of Habitats and Species Regulations 2017, as amended (the 'Habitats Regulations').

1.401 In considering the European site interest, the local planning authority, as a competent authority under the provisions of the Habitats Regulations, should have regard for any potential impacts that the proposals may have. The Habitat Regulations, which are a UK transposition of EU Directives relating to the conservation of natural habitats, flora and fauna and specifically wild birds, apply to certain designated sites including Special Protection Areas (SPA) and Ramsar sites. Of particular relevance to this application, regulation 63 of the Habitats Regulations requires, inter-alia, that:

Before deciding to give any permission for a plan which:

- (a) is likely to have a significant effect on a European 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*

The competent authority must make an appropriate assessment of the implications for that site in view of that site's conservation objectives.

1.402 The applicant has provided a report to inform a Habitat Regulations Assessment (HRA) with regard to the criteria as set out in Regulation 63, which identifies that the development would not impact upon the management of the designations (b), and in terms of assessing the likely significant effects the following potential indirect effects include: collision risk, disturbance of qualifying, bird species (including noise, visual and light disturbance), loss of supporting habitat, (i.e. habitats used by qualifying bird species both within the designations and within, functional habitat associated with the designations), degradation of supporting, habitats from shading, hydrological pollution, air pollution, and dust deposition are considered.

1.403 The screening exercise through the report to inform a Habitat Regulations Assessment demonstrates that, in the absence of mitigation, the likely significant effects from the Construction Phase would include potential visual and noise disturbance to Black-tailed Godwit at Holehaven Creek pSPA and SSSI, and

through dust deposition on supporting habitats during construction (at Holehaven Creek and the tidal Shellhaven Creek), which is likely to have an 'adverse effect' upon their functionality as supporting habitat to the SPA/Ramsar. There are 'no significant effects' identified at the Operational Phase. The report concludes that 'in view of the designations' conservation objectives with the implementation of mitigation set out above, the proposed development would have 'no adverse effect' on the integrity of the designations, either alone or in combination with other plans and projects.

1.404 Natural England has provided a detailed response to the report to inform a Habitat Regulations Assessment. Natural England confirm that they are broadly satisfied with the findings and recommendations of the applicant's assessment.

1.405 In addition to this planning application report and working with the Council's Landscape and Ecology Advisor the Local Planning Authority has produced a Habitats Regulation Assessment (HRA) as required under the Conservation of Habitats and Species Regulations 2017. The procedure for assessment follows a number of key stages, which for this assessment are stages 1 to 3 as explained below:

- Stage 1 is to identify whether the proposals are directly connected with or necessary to site management for conservation;
- Stage 2 (Screening for Significance of Likely Effects) is necessary to examine if the proposals, in the absence of mitigation are 'likely to have a significant effect' on the internationally important features of the European sites, either alone or in combination with other plans or projects;
- Stage 3 (Appropriate Assessment) is if 'likely to have significant effects' on a European site were to occur solutions should be established to avoid or have a lesser effect on European sites.

1.406 The HRA has used the ecological surveys provided by the applicant's ecological consultant and consideration to the consultation responses relating to the SPA to carry out the screening exercise in producing the HRA and the conclusions from the HRA are:

'A Stage 1 analysis demonstrated that the Development is not concerned with the management of these designations and therefore a Stage 2 HRA Screening assessment is required.'

A Stage 2 HRA screening exercise was carried out in order to identify likely significance of effects arising out of the construction and operation of the Development. Potential effects as a result of collision risk, disturbance of qualifying bird species (including noise, visual and light disturbance), loss of supporting habitat (i.e. habitats used by qualifying bird species both within the designations

and within functional habitat associated with the designations), degradation of supporting habitats from shading, hydrological pollution, air pollution, and dust deposition are considered.

The screening exercise demonstrated that during the construction stage no likely significant effects are predicted in relation to Thames Estuary and Marshes SPA/Ramsar itself. However, likely significant effects have been identified during construction from potential visual (human and lighting) and noise disturbance to Black-tailed Godwit at Holehaven Creek SSSI, and through dust deposition on supporting habitats during construction at Holehaven Creek and the tidal Shellhaven Creek. In the absence of mitigation, such effects are likely to adversely affect their functionality as supporting habitat to the SPA/Ramsar.

During the operational stage, no likely significant effects are predicted in relation to the SPA/Ramsar itself or at the supporting habitats at the tidal Shellhaven Creek. However, likely significant effects are predicted at Holehaven Creek SSSI in relation to disturbance of Black-tailed Godwit from humans (development plots Q, R S, T and the green space corridor alongside the creek) and lighting, and the degradation of habitats at Holehaven Creek from increases in annual airborne NOx.

A Stage 3 Appropriate Assessment has been carried out which sets out a range of avoidance and mitigation measures. The Appropriate Assessment finds that in view of the designations' conservation objectives, and with the implementation of avoidance and mitigation set out above, the Development would have no adverse effect on the integrity of the designations, either alone or in combination with other plans and projects.

- 1.407 On such basis the information provided in the application is sufficient to demonstrate through a Habitat Regulations Assessment that no adverse effect to the integrity of European sites, including functionally linked land.
- 1.408 It is therefore recommended that the local planning authority formally determine that, on the basis of the information available, the proposed development will not have a likely significant impact on a European site either alone or in combination with other plans or projects. This recommendation, set out as 'Recommendation A' below, should be considered before 'Recommendation B' (the recommendation to grant planning permission).

Ecological Assessment

- 1.409 The ES identifies the site has a range of habitats including Open Mosaic Habitat, temporary pools, moderate quality grassland, bare ground, Shellhaven Creek and

reedbeds, immature woodland and scattered trees and the River Thames estuary and mudflats.

- 1.410 The ES explains that surveys of protected species found that the site supports three common reptile species, Water Vole, Harvest Mouse, Smooth Newts and UK Priority invertebrate species (including rare and scarce species to be of county and regional importance). Also present were a range of bird species but the site does not include trees and hedges to support opportunities for breeding and foraging birds. The surveys showed that low numbers of wintering bird species were recorded. The surveys were also linked to the implementation of planning permission 17/00194/FUL, which has now completed the decontamination and remediation of land in the south western part of the site (known as the west site) and involved the translocation of species found within this part of the site.
- 1.411 The proposed development would lead to a change to the appearance of the site and the ES identifies the need for range of mitigation and compensation measures for both the Construction Phase and Operational Phase.
- 1.412 For the Construction Phase, ground disturbance would result in the potential for airborne dust to be deposited on salt marsh habitats in the Holehaven Creek SSSI, accidental spills and leaks containing contaminants entering the Manorway Fleet Reedbed LWS, noise disturbance and visual impacts upon wintering birds. To mitigate a Dust Management Plan would need to be implemented to minimise the creation of dust and the use of pollution control measures, such as oil/water interceptors and temporary silt traps, would be necessary to minimise the risk of polluted surface water run off on site and off site, where it could affect habitats. These mitigation measures shall be secured through a Construction Environmental Management Plan. Through the implementation of these mitigation measures the ES assesses the environmental effect to be 'negligible or 'slight negative' and that there will be no 'significant effects'.
- 1.413 For the Operational Phase, the ES makes reference to the delivery and long term management of the ecological mitigation areas associated with planning permission 17/00194/FUL in the western part of the site which incorporates many of the baseline conditions associated with the entire site. The applicant's 'Ecological Mitigation Strategy Plan' demonstrates the following:
- Further re-assessment for the presence of Great Crested Newts
 - Selective scrub clearance and overseeding with wildflowers
 - Retention and improvement creating Open Mosaic Habitats through swales, butterfly banks, depressions and deadwood piles
 - Creation of sandy banks providing for nesting habitats
 - Creation of butterfly banks and brownfield swales
 - Improvements to enhance the Shellhaven Creek

- 1.414 In terms of cumulative effects during the construction and operational phases the ES concludes that 'non-significant cumulative effects' are expected due to the implementation of mitigation measures committed by the development.
- 1.415 In terms of the wider site, Parameter Plan 4 (Green Infrastructure Plan) shows the green infrastructure areas through site including ecological mitigation zones which reflect the existing Shellhaven Creek but there is potential for further ecological enhancement zones throughout the green infrastructure corridors, in particular areas adjacent to the Amenity Hub and adjacent to the Holehaven Creek. The Illustrative Masterplan and Design and Access Statement shows these areas form the Landscape Character Areas referred to in the Green Infrastructure Section of this report. Furthermore, the ES identifies mitigation measures such as sensitive lighting through a lighting strategy, keeping vehicle movements away from ecological designations, consideration of materials, and the orientation of windows in buildings. For ecological enhancements these include areas of new planting and specific landscaping, nesting boxes for birds and details of the long term management of ecological areas. The full extent of the ecological mitigation and enhancement areas shall need to be agreed through planning conditions and this would also link in with the Landscape Character Areas as referred to above as the main ecological and natural environment features within the site.
- 1.416 Natural England raise no objection providing mitigation measures are in place to protect against contaminants and spillage into watercourse, noise and light disturbance, lighting and a plan to provide environment net gain. The use of planning conditions through a Construction Environmental Management Plan can secure the mitigation measures for the Construction Phase and conditions can secure a lighting strategy and environmental net gain through the Operational Phase.
- 1.417 Consultation responses received from the RSPB, Buglife and Essex Wildlife Trust object to the application for various reasons but these objections pre-date the submission of additional and updated ecology information received in May 2019 and February 2021. There have been no further responses from these consultees since.
- 1.418 The Council's Landscape and Ecology Advisor explains that wintering birds use the Holehaven Creek and this includes internationally significant numbers of block-tailed Godwit and national numbers of Avocet. The potential impacts on the nearby SPA and SSSI include direct effects caused from land loss and indirect effects including noise, dust and air pollution, human disturbance and shading. The change for Plot S from a proposed building to open storage use would also have potential impacts. However, the Council's Landscape and Ecology Advisor

considers that there would be no direct effects on the SPA due to its distance from the Development (1.5km at the closest point) and there are also no objections from Natural England on this matter. The finer details of the proposed development for plots nearest the Holehaven Creek would be subject of reserved matters and planning condition consideration before development commences. The issue of shading has been addressed as the shade modelling would not result in tall structures having any adverse effects and Plot S, the nearest plot to the Holehaven Creek, is now proposed for open storage with a lower maximum height limit shown on the Parameter Plan 5 (Building Heights) Plan and therefore reducing any shading impact.

- 1.419 Based on a thorough assessment of the applicant's ecological information the Council's Landscape and Ecology Advisor considers that the proposal would not have any likely significant effects subject avoidance and mitigation measures being secured through conditions as stated above. In addition Green Infrastructure, Landscaping and Ecology/Biodiversity conditions identify specific planning conditions to show how the measures will be delivered, along with measures for the Construction Phase through the Construction Environmental Management Plan shall need to incorporate the requirements of the avoiding and mitigating the effects as detailed in the ecological impact assessment and Habitat Regulations Assessment, including the proposed 100m and 250m zones. Furthermore, additional conditions are required to produce an Ecological Design Strategy and an Operational Method Statement to ensure that the detailed design considers the mitigation requirements that are required for Development Pots near Holehaven Creek.

Conclusion for this section

- 1.420 In conclusion to this section of the report the proposed development is considered acceptable subject to the conditions as stated above and having regard to policies CSTP19 and PMD7 as well as the guidance contained in the NPPF/PPG.

VIII. FLOOD RISK, DRAINAGE AND WATER RESOURCES

- 1.421 Policies CSTP27 and PMD15 are relevant along with paragraphs 159 to 169 of the NPPF and the guidance contained within the PPG on flood risk need to be considered.
- 1.422 To inform the ES the applicant's Flood Risk Assessment (FRA) and Flood Risk Assessment Addendum (FRAA) advises that the baseline conditions are that the site is flat and low lying at an elevation level of between 2m AOD and 3.5m AOD across the site. It is also stated that the site is at most risk from tidal flooding. The tidal River Thames flows to the immediate south of the site and Holehaven Creek

and Shellhaven Creek, which run to the northeast and through the Site, respectively flow into the River Thames. The site is afforded flood protection from an extensive and maintained tidal flood defence system. Flooding from surface water run off, reservoirs and groundwater is of low risk. The geology in this location is underlain by between 11 – 17m of alluvium of mainly sand, silt and clay with sandy clay and firm gravelly clay below. Above the geology is between 0.15 – 3.6m of made ground which would include areas of contaminated land.

- 1.423 As the site is located within the highest risk flood zone (flood zone 3a), as identified on the Environment Agency flood maps and as set out in the PPG's 'Table 1 - Flood Zones', the site is subject to a high probability risk of flooding. The proposal would involve a broad range of uses with predominantly B2 (General Industrial), B8 (Storage and Distribution) and sui generis uses (Energy Development) uses as well as uses falling within the following uses classes B1(b) (research and development) A3 (Cafes), C1 (Hotel), D1 and D2 uses (Education/Community Facilities/Gym/Creche). Most of these uses fall within the 'Less Vulnerable' use category of the PPG's 'Table 2 - Flood Risk Vulnerability Classification' (Table 2), however, the energy producing uses (Sui Generis) fall within the 'Essential Infrastructure' definition of Table 2, and the proposed hotel use (C1) and the education/conferencing/creche uses (D1 and D2) fall within the 'More Vulnerable' use category of Table 2. For uses falling with the 'Essential Infrastructure' and 'More Vulnerable' category PPG's 'Table 3 – Flood Risk Vulnerability and Flood Zone Compatibility' requires application of the Exception Test. For the 'Less Vulnerable' uses the PPG's 'Table 3 – Flood Risk Vulnerability and Flood Zone Compatibility' table identifies that this form of development is 'appropriate' for this flood zone.

Sequential Test

- 1.424 Although the site is allocated in the LDF Proposals Map as 'Primary and Secondary Industrial and Commercial Areas' which is 'employment land' in the policy context, where Use Classes B1, B2 and B8 would be acceptable, the Sequential Test is applicable as not all of the proposed uses would fall within 'employment land' use allocation. The energy producing uses along with the hotel, education/conferencing uses, and the community facilities would not fall within the 'employment land' allocation. However, the hotel, education/conferencing, and community facilities uses would be complementary to the use of the site as a future business park and the PPG allows such situations where development is needed to sustain the existing community. It would not be appropriate to allocate these uses outside of the site in a lower risk flood zone when they form part of the overall future use. Furthermore, the site is previously developed land (brownfield land) and the proposed regeneration of the site for mainly employment-led development and uses is considered sequentially acceptable in this location. Similarly, the proposed

re-use of previously developed land would be acceptable for the proposed energy producing uses which would provide electricity to the site and would also feed into national grid for wider benefit energy and economic benefits. The site is distant from residential areas so would not lead to any impacts upon residents and the existing neighbouring uses are all commercial in this location. For the reasons stated the Sequential Test is considered passed for the proposed development.

Exception Test

- 1.425 The PPG advises that the Exception Test 'is a method to demonstrate and help ensure that flood risk to people and property will be managed satisfactorily, while allowing necessary development to go ahead in situations where suitable sites at lower risk of flooding are not available'. For the Exception Test, based on the PPG's 'Table 3 – Flood Risk Vulnerability and Flood Zone Compatibility' those uses falling with the 'Essential Infrastructure' (energy uses) and the 'More Vulnerable' uses (hotel/education/conferencing/crèche) are applicable. There are two parts to the Exception Test, which require the development to provide 'wider sustainability benefits that outweigh flood risk', and that the development would be 'safe for its lifetime'.
- 1.426 For the first part of the Exception Test, the wider sustainability benefits, the same benefits stated in the Sequential Test would apply as the proposal would result in re-use of a previously developed land for regeneration through employment led development. This would therefore provide employment opportunities for the Borough, as no other allocated or non-allocated employment site within the Borough's urban areas can accommodate the quantum of proposed development. The wider sustainability benefits are therefore linked to the economic role (jobs and improved local economy), the social role (increased businesses and co-location opportunities with existing and proposed development), and the environmental role (re-use of existing brownfield land instead of a greenfield site) when assessed against paragraph 8 of the NPPF. Furthermore, paragraph 36 of the PPG states that 'a site part of a regeneration strategy it is very likely that it will provide the wider sustainability benefits to pass the first part of the Exception Test'. The proposal would therefore meet the first part of the Exception Test.
- 1.427 For the second part of the Exception Test, ensuring development is safe for its lifetime, the FRA advises that resistance and resilience measures would be adopted into the design and construction of the proposed development. These include:
- Ensuring ground floor building levels are above the future tidal flood modelling data taking into account climate change;

- Ensuring building can withstand hydrostatic and hydrodynamic pressure and forces as a result of a potential catastrophic failure of existing flood defences;
- Proposed buildings to be designed with ground supported solid slab floors;
- Raising floor heights for uses within the 'More Vulnerable' classification;
- Non return valves fitted to all drainage systems outlets;
- All services set as high as feasibly possible within the proposed development;
- Easements areas to watercourses; and
- The use of site wide Flood Warning and Evacuation Plan to allow users and occupiers of the site time to leave the site in the case of a predicted flood event.

1.428 In light of the above it is considered that the Exception Test is passed for the proposed development.

1.429 The Environment Agency raise no objection with regard to the Sequential and Exception Tests.

Flood Risk Assessment

1.430 The Environment Agency explains that the site is currently protected by flood defences with crest levels from 6.26m AOD to 6.71m AOD so is not at risk of flooding in a 1 in 200 year ay flood event based on future climate change predictions. It should be noted that the application proposes to increase ground levels and paragraph 4.2.1 from the FRAA makes reference to finished floor levels being 6.86m above ordnance datum as the application seeks to raise the ground levels across the site following decontamination and remediation works.

1.431 The Environment Agency raise no objection to the application subject to conditions for a scheme to replace or upgrade or repair the outfalls from Shellhaven Creek and to ensure the measures of the FRA are implemented in terms of flood resistant/resilient measures in the design of buildings to protect and mitigate the proposed development from flooding, including those other measures listed in the above paragraphs. The Council's Emergency Planner raises no objections subject to a site specific Flood Warning and Evacuation Plan (FWEP) being provided for measures to protect people on site and ensure evacuation when a flood event is likely. The requirements of a site specific Flood Warning and Evacuation Plan (FWEP) can be secured through a planning condition

Surface Water Drainage

1.432 With regard to surface water, the applicant's FRA explains that the site is currently served by extensive private surface water drainage systems. These drainage systems collect, remove pollution and transfer surface water run off through underground pipework or via a surface water storage area before the water is pumped into the River Thames via outfall, which is licenced by the Environment Agency. The proposed surface water drainage system would discharge all surface water run-off from the roof and hard-surfaced areas into local drainage networks for each plot and these will discharge to a site wide network of swales, attenuation storage areas, and pollution interceptors before being discharged through an outfall to the River Thames. The Council's Flood Risk Advisor raises no objection subject to the surface water drainage scheme being secured through a planning condition.

Foul Drainage

1.433 For foul drainage the site is served by a private foul water drainage system and the proposal would involve a new on-site package treatment works which is proposed to discharge treated water into the River Thames. Anglian Water raise no objection as this system would not be connected to the main sewerage system network. The package treatment works would require an Environmental Permit from the Environment Agency, which is outside of the scope of the planning application, for discharging into the River Thames. The Environment Agency do not object but in planning terms details of the package treatment works and its future maintenance and management shall need to be secured through a planning condition, to ensure the surrounding sensitive environmental is not subject to any future pollution impacts. It is considered necessary for planning purposes for the local planning authority to see the details of the foul drainage system and this will therefore need to be secured through a planning condition. For potable water the Environment Agency consider the areas as being subject to water stress but the Essex and Suffolk Water consultation response raises no objection and considers there is a sufficient water supply to meet demands for this area.

ES Assessment

1.434 In terms of the environmental impact the applicant's ES recognises that Construction Phase could lead to overland flows being impacted by the presence of land contaminants but the implementation of mitigation measures in a Construction Environmental Management Plan, including a watching brief for unexpected contamination and the use of appropriate drainage systems for pollution control, can reduce the ES assessed unmitigated 'adverse' effect to a 'negligible' effect. Prior to the Construction Phase the ES Addendum identifies the need for remedial works to the Shellhaven Dam Sluice to ensure its long term operation. For the Operational Phase the proposed mitigation measures stated above along with the surface and foul drainage systems with pollution control would, based on the ES

assessment, result in 'negligible' effects along with 'negligible' cumulative effects. It should also be noted that the raising of the ground level through aggregates placed over compacted remediated material would also have a 'negligible' effect, especially for the proposed open storage use.

Conclusion to this section

1.435 The proposal would not increase flood risk or impact upon water resources and subject to mitigation measures being secured through planning conditions, there are no objections raised from the Environment Agency, Flood Risk Advisor, Emergency Planner, Essex and Suffolk Water or Anglian Water and the proposal is therefore considered acceptable with regard to policies CSTP27 and PMD15 and with regard to paragraphs 159 to 169 of the NPPF and the guidance contained within the PPG.

IX. AIR QUALITY AND ODOUR

1.436 Policy PMD1 seeks safeguard amenity from air pollution and paragraph 186 of the NPPF requires 'planning decisions to sustain and contribute towards compliance with relevant limit values or national objectives for pollutants' along with guidance within the PPG.

1.437 In terms of baseline conditions, the site is not within or adjacent to an Air Quality Management Area (AQMA) but the applicant's ES identifies that particular nearby locations are sensitive to changes in air quality including residential properties and ecological sites such as the Holehaven Creek SSSI/pSPA and the Vange and Fobbing Marsh SSSI.

1.438 For the Construction Phase the construction works is likely to result in dust emissions from demolition, earthworks, construction and vehicle movements. The applicant's ES considers that mitigation measures through the implementation of environmental management control measures can prevent and control dust as well as avoiding the burning of waste materials. Such measures can be controlled through the Construction Environmental Management Plan (CEMP) condition and the ES states that these control measures would ensure the impact would have 'negligible odour effects'.

1.439 For the Operational Phase the applicant's ES identifies that future energy generating uses, open storage uses and road traffic would be the main sources of future airborne pollution. The ES air quality chapter (13B) explains that dispersion modelling has been carried out to assess the impact upon local air quality from all of these uses with pollution concentrations to be predicated to be below the objective limits at sensitive human receptors. The applicant's ES identifies

mitigation is required with regards to airborne Nitrogen Oxide concentrations within the Holehaven Creek SSSI and Canvey Wick SSSI. Such measures would be secured through a planning condition for airborne pollution controls particularly for the energy uses/development and open storage. The ES (Chapter 13B) identifies mitigation measures for energy uses to need to include Nitrogen Oxide reduction technology to each stack on Plot Q due to its location close to the Holehaven Creek SSSI and Canvey Wick SSSI and this can be secured through a planning condition. To mitigate airborne pollution from vehicles the implementation of a Travel Plan to encourage sustainable modes of transport would help to reduce transport emissions including car sharing/car club, encouragement of cycling and use of bus services, which would be secured through a planning obligation. With mitigation measures in place the ES considers the effects would not be significant.

- 1.440 For cumulative affects the ES identifies that the proposal alongside existing and committed development would have 'negligible effects'.

Conclusion to this section

- 1.441 The Council's Environmental Health Officer raises no objections subject to a condition requiring the air quality modelling in location of the proposed hotel to identify whether mitigation is required through mechanical ventilation, along with conditions for airborne pollution controls and Nitrogen Oxide reduction technology to each stack on Plot Q. Based on this information and the implementation of mitigation secured by condition or obligation (Travel Plan) the proposal is considered acceptable with regard to policy PMD1, the criteria set out in paragraph 186 of the NPPF and guidance within the PPG.

X. NOISE

- 1.442 Policy PMD1 seeks safeguard amenity from noise and vibration pollution and paragraph 184 of the NPPF advises that 'decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment...and in doing so they should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life'. The PPG also offers guidance on noise with links to the Noise Policy Statement for England (NSPE), World Health Organisation (WHO) Guidelines and various British Standards.
- 1.443 The applicant's ES identifies the baseline conditions involve background noise sources from the neighbouring land uses including Coryton Power Station, Thames Oil Port, Shell Haven sites and the London Gateway Port and Logistics Park as well

as traffic noise for vehicle movements to and from these locations. These sites cover a large land area where noise can dissipate. The applicant's ES includes a noise survey taken at the field to the north of the site and from a farm located adjacent to the Manorway and the results of these surveys demonstrate average sound level between 35 to 53 dB. These surveys do not take account of the site's former oil refinery use which would have involved noise from the site and from vehicular traffic to and from the site.

- 1.444 Beyond these sites there are large areas of marshland and farmland which form a low noise environment. The nearest residential sensitive receptors are approximately 1.7km to the east of the site on Canvey Island and 2.6km in Fobbing to the north west of the site.
- 1.445 The Construction Phase of the development would give rise to increased sound levels from construction on site and vehicle movements to and from the site. The ES identifies that these would lead to 'moderate adverse effects' for nearby occupiers for short durations. The ES does not identify the requirement of any mitigation measures for the Construction Phase as the neighbouring uses would not be adversely affected and the nearest sensitive receptors, residential properties on Canvey Island and Fobbing, are considered too distant from the site so their amenity would not be adversely affected. The proposed development is planned to be phased so different parts of the site would be developed at different times.
- 1.446 For the Operational Phase, the development of the site in phased stages means that future occupiers of earlier phases could be subject to noise whilst latter phases are in construction. Each future plot and their land use, given range of uses that could operate from this site, could give rise to on plot noise and noise from vehicle movements within and outside of the site. However, the proposed uses would be commercial and for this outline application the applicant's ES considers the Operational Phase would result in 'negligible effects' upon the site and the surroundings. As both the Construction Phase and Operational Phase will be commencing at the same time the neighbouring uses would not be adversely affected and the nearest sensitive receptors, residential properties on Canvey Island and Fobbing, are considered too distant from the site so their amenity would not be adversely affected.
- 1.447 In terms of cumulative effects for both the Construction and Operational Phase the ES identifies that there would be 'negligible' cumulative effects.

Conclusion to this section

- 1.448 The Council's Environmental Health Officer raises no objection on noise grounds to the proposed development but recommends two conditions limiting noise to 60dB

at the site/plot boundary and requiring a scheme of noise mitigation for the hotel development to ensure all habitable rooms meet British Standard noise guidelines. Subject to this condition the proposal is considered acceptable with regard to policy PMD1, the criteria set out in paragraph 184 of the NPPF and guidance within the PPG.

XI. LAND CONTAMINATION AND GROUND CONDITIONS

- 1.449 Policy PMD1 seeks to minimise pollution and impacts upon amenity and the natural environment with a requirement for suitable mitigation measures to be imposed through planning condition or obligation. Similarly paragraphs 183 to 188 of the NPPF seek to minimise the adverse impact impacts of pollution on health, living conditions and the natural environment.
- 1.450 The applicant's ES identifies that the baseline conditions show the site has been subject to land contamination through a range of containments with the majority of these 'retained within the uppermost made ground and shallow perched ground water' areas. The contaminants include bitumen deposits, pesticides and prefluorinated alkylated substances associated with the historical industrial uses of the site. The applicant's ES also states that a 'very low to moderate risk of hazardous land gas' has also been identified.
- 1.451 Future users of the site (human health) along with the natural and built environment are highly sensitive receptors to contamination during the construction and operational phases of future development/uses of the site. To mitigate the risk the applicant's ES includes a 'Land Contamination and Management Framework' (LCMF) and this includes the proposed remediation strategy, which would be through bulk recovery and treatment of soils and would allow for re-use of treated materials within the development and therefore would reduce the quantity of materials sent to landfill. The details of the LCMF will be subject to a planning condition. The remediation works would also be subject to an Environment Permit which is regulated and enforced by the Environment Agency.
- 1.452 In addition to the above, the applicant's ES explains that further mitigation measures will be implemented during the Construction Phase including a Construction Environmental Management Plan (CEMP), Material Management Plan and a Piling Risk Assessment, which would all be included in one Construction Environmental Management Plan (CEMP) condition. During the Operational Phase the ES identifies that mitigation measures will be required to protect drinking water and ground gas. The applicant's ES advises that the identified 'adverse effects' from contaminated land would be reduced through the mitigation measures to 'negligible effects' resulting in 'major beneficial effects' to the site. There are no

significant cumulative effects from the site's contaminated land on upon other sites in the area.

- 1.453 It should be noted that the western part of the site has been subject to decontamination and remediation work approved through planning permission reference 17/00194/FUL. It is the applicant's intention to bring that part of the site forward for future development as the western part of the site falls within the Phase 1 on the Phasing Plan.

Conclusion to this section

- 1.454 The Environment Agency raise no objection subject to conditions for land contamination, remediation and verification, along with conditions preventing infiltration of surface water drainage into groundwater and the prevention of piling or other foundation designs using penetrative methods (unless consent is agreed). The Council's Environmental Health Officer raises no objection subject to conditions securing a Construction Environmental Management Plan (CEMP) and a contamination and remediation assessment for each individual plot. On this basis, and subject to the mitigation measures being secured through planning conditions there are no objections raised with regard to policy PMD1 and paragraphs 183 to 188 of the NPPF.

XII. HEALTH AND SAFETY

- 1.455 Policy PMD1 seeks to minimise pollution and impacts upon health safety with a requirement for suitable mitigation measures to be imposed through planning condition or obligation. Similarly, paragraph 97 of the NPPF takes account of major hazards and mitigating the consequence of major accidents and paragraph 175 of the NPPF advises on preventing unacceptable risk to development.

COMAH sites (Control of Major Accident Hazard)

- 1.456 The site is subject to a number of Health and Safety Executive (HSE) consultation zones arising from extant Planning (Hazardous Substances) Consents (HSCs) issued by the Council acting as the Hazardous Substances Authority (HSA) and these consultation zones are for COMAH sites (Control of Major Accident Hazard) in the following locations:
- Shell Oil Storage Depot to the west of the site;
 - Coryton Advanced Fuels site within the centre of the site but outside of the red line area;
 - Calor Gas within the north west part of the site; and
 - Morzine within the north and eastern part of the site (also covering the Thames Oil Port site), although the oil storage structures and associated infrastructure

within the site have been cleared from this part of the site but the zones remain within the site until such time as the relevant HSCs have been revoked by the HAS under the under the Planning (Hazardous Substances Act) 1990.

- 1.457 There are also HSE consultation zones for 'Major Accident Hazard Pipelines' (COMAH) through the site including the Calor Gas: Coryton Filling Plant – Canvey LPG Pipeline, the Intergen: Butts Lane to Corryton Energy Power Station and the Calor Gas: Shell Haven to Coryton LPG Pipeline.
- 1.458 HSE COMAH Inspectorate is a statutory consultee on certain proposed developments, essentially those that would result in an increase in population, within the consultation distance of a major hazard site or major accident hazard pipeline (COMAH zone).
- 1.459 The applicant has included a plan to show the HSE 'inner' COMAH zones in relation to the application site and another plan to show the Illustrative Masterplan with the HSE 'inner' COMAH zones overlaid.
- 1.460 The consultation response from the Health and Safety Executive (HSE) does not advise against the granting of planning permission subject to four specific planning conditions relating to the Development Plots as shown on Parameter Plan 2.
- 1.461 The first condition would apply to Plots A and B which are identified for open storage and/or HGV/commercial vehicle parking uses (B8/Sui Generis) on the Land Use Parameter Plan and are located to the western side of the site. These two plots (A&B) fall within the HSE DPZ (Development Proximity Zone) COMAH zone for the Shell Oil Storage Depot to the west of the site. The condition would prevent occupation including any persons sleeping in vehicle cabs and amenity blocks in accordance with the HSE methodology.
- 1.462 The second condition would apply to Plot G centrally within the site identified for a HGV/commercial and coach parking uses (B8/Sui Generis) and this plot falls within the HSE 'inner' COMAH zone of the Coryton Advanced Fuels site. The condition would prevent occupation including any persons sleeping in vehicle cabs.
- 1.463 The third condition would apply to Plots C, D, E, J, K, L, N and their location and proposed land uses are explained below:
- 1.464 Plots C, D and E are within the HSE 'inner', 'middle' and 'outer' COMAH zones of the Shell Oil Storage Depot to the west. In terms of the proposed land uses for these plots Plot C is identified for rail sidings/aggregates and rail terminal uses (B8/Sui Generis), Plot D is identified for waste/energy uses (B2/B8/Sui Generis) and Plot E is identified for manufacturing/storage and distribution uses (B2/B8).

- 1.465 Plot J is within the HSE consultation distances of the Calor Gas COMAH zone to the west and the Thames Oil Port (Morzine) COMAH zone to the north and is identified for waste/energy uses (B2/B8/Sui Generis).
- 1.466 Plot K lies partly within the HSE consultation distance of Calor Gas COMAH zone to the west, Thames Oil Port (Morzine) COMAH zone to the north, and the Intergen: Butts Lane to Corryton Energy Power Station HSE pipeline COMAH zone. Plot K is identified for manufacturing/storage and distribution uses (B2/B8).
- 1.467 Plot L is within the HSE 'inner' COMAH zone of the Calor Gas site to the west, the HSE 'outer' COMAH zone of the Coryton Advanced Fuels site to the south east and the Intergen: Butts Lane to Corryton Energy Power Station HSE pipeline COMAH zone. Plot L is identified for the gatehouse to the development (Sui Generis use).
- 1.468 Plot N lies within the HSE consultation distance for the Calor Gas COMAH zone to the west and the Coryton Advanced Fuels COMAH zone to the south, and within the HSE 'middle' and 'outer' zones of the Intergen: Butts Lane to Corryton Energy Power Station HSE pipeline COMAH zone. Plot N is identified for manufacturing/storage and distribution uses/energy uses (B2/B8/Sui Generis).
- 1.469 The third condition seeks to limit development for Plots C, D, E, J, K, L and N to 'sensitivity 1' (a workplace for less than 100 persons and less than 3 occupied storeys for people at work and parking uses) or 'sensitivity 2' (for more than 100 persons or 2 or more occupied storeys for use by the general public) developments for use by the general public) as long as less than 10% of its building footprint lies within an HSE inner COMAH zone.
- 1.470 The fourth condition would apply to Plots Q, R, S and T. Plots Q, R and S lie partly within the HSE 'inner', 'middle' and 'outer' COMAH zone of the Morzine major hazard site. Plot T lies within the HSE 'inner' COMAH zone of the Morzine major hazard site. Plots Q and R are identified for manufacturing/storage and distribution uses (B2/B8), Plot S is identified for open storage uses (B8) and Plot T is identified as the second amenity hub and could include any of the following uses restaurant/café/leisure/education uses (A3/D1/D2). As the Morzine area falls within the application site it has been established with the applicant that they as the holder of the Hazardous Substances Consent (16/01256/HSC) can request the Council acting as the Hazardous Substances Authority to revoke the Hazardous Substances Consent for Morzine hazard site. To expedite the development within this area a 'Grampian' condition can be applied which would prevent occupation of Plots Q, R, S and T until the existing Hazardous Substances Consent (16/01256/HSC) has been amended or revoked therefore ensuring public safety is taken into account in the development process.

1.471 With regard to the high-pressure pipelines, in addition to the HSE COMAH Inspectorate's comments, the British Pipeline Agency consultation response identifies on a plan a series of high-pressure pipelines that carry refined petroleum. The pipelines are located mainly to the north west and northern boundary of the application site but the pipelines would have an easement that would appear to pass through the site at the location of Plot J and would be in close proximity to Plots A, K, L and Q. The British Pipeline Agency raises no objection subject to a condition requiring the developer to liaise with the British Pipeline Agency in advance of any construction works that may affect the pipelines. A planning condition is therefore to be imposed in the interests of health and safety having regard to policy PMD1.

Explosives Licence at London Gateway Port

1.472 The neighbouring London Gateway Port is subject to an HSE explosives licence and as a result there is an Explosives Safeguarding Area which overlaps and covers the south-western part of the site where a number of plots would be affected (Plots A to F). Through the consultation process the HSE originally advised as follows:

“Given the extent and nature of the development, the Health and Safety Executive (HSE) would expect to review the licence for the licensed berths at London Gateway Port. As shown in the available plans the development has the potential to significantly affect the quantity of explosives that can be handled at the licensed berths at the London Gateway Port. The planning authority may also wish to note that this review may result in the facilities explosives capacity being significantly reduced, possibly putting its commercial viability in jeopardy”.

1.473 As the licensing authority for the explosives handling facility, the HSE later confirmed to the Council that if the development went ahead, the licence would be reviewed due to the following safety concerns:

- i. That parameter build heights for Plots A, B, C, D, E and F are over 12m high and considered by the HSE a 'vulnerable buildings' and as such unsuitable in those locations
- ii. The level of population within those plots

1.474 The holder of the explosives licence would be adversely affected if the relevant parts of the development were constructed (the development being the agent of change) in accordance with the Building Heights Parameter Plan. Paragraph 187 of the NPPF became relevant to consider, which advises that 'existing businesses and facilities should not have unreasonable restrictions placed on them as a result of

development permitted after they were established'. This requires suitable mitigation to mitigate the impact of the development on the licence. For technical reasons, it has not been possible to identify suitable mitigation. However, the licence holder (neighbouring London Gateway Port) has agreed to amend their licence, so that the impact of the development on the licence is reduced.

- 1.475 The Council has been informed that an application to the HSE to amend the licence was submitted on 2nd March 2022. The application proposes to decrease the quantities of explosives in the nearest berths at the dockside Berths 1 and 2, which is located nearest to the application site. The proposed reduction of the quantities of explosives would result in a change to the existing Explosives Safeguarding Area to the extent that the Explosives Safeguarding Area would no longer overlap or cover the south-western part of the site, apart from Plots B and C. Plot B is identified as a proposed lorry park and Plot C is identified as a future rail terminal on the Land Use Parameter Plan. It is envisaged that both these plots are unlikely to include 'vulnerable buildings' and are likely to involve low population numbers. Nevertheless, the parameter plans would permit vulnerable buildings to be constructed within a radius of 1112m of the Berths (i.e. the distance within which HSE would expect to consider the design of 'vulnerable buildings' under the provisions of the existing licence), and consultation with the HSE through the reserved matters proposals would determine whether or not particular aspects of any proposals should be adjusted to provide suitable mitigation.
- 1.476 The HSE has advised that the application to amend the explosives licence is likely to be determined in the near future and following discussions with the HSE it is understood that the variation to the licence is likely to be acceptable.
- 1.477 In the interim, the applicant and the licence holder have entered into an 'agreed position statement' in connection with the necessary change to the licence. The 'agreed position statement' is a private agreement, not enforceable by the Council. However, in further correspondence from the applicant, if the application to vary the Licence has not been determined at the time when the Council is in a position to grant planning permission, a series of obligations in the proposed Section 106 Agreement have been produced. The planning obligations would require a safety management scheme to be approved by the Council (in consultation with the HSE and London Gateway Port) and the safety management scheme would need to be considered in the preparation of any reserved matters application that comes forward on any of the relevant Plots. This would ensure that the development of these Plots would not have an unacceptable impact on the Licence and that development on these plots would adhere to the requirements of the HSE.

- 1.478 If the varied Licence applied for is granted, there will remain a low level of impact, and planning obligations are then proposed to restrict development on Plots B and C but also to ensure that the design, features and/or characteristics of any vulnerable building proposed on any Plot between a distance of 556m and 742m from Berth 1, 625m and 833m from Berth 2 and 834m to 1112m from Berth 3 is within safety specifications and/or tolerances acceptable to the HSE i.e. is not considered to be particularly vulnerable. It is expected that the buildings proposed within the relevant area are unlikely to be problematic, due to their location and due to the uses proposed. However, the judgement as to whether design, population or other aspect of a particular proposed building could be problematic lies with the HSE, and not the Council, making it necessary to ensure HSE consultation and where applicable secure suitable mitigation for potentially vulnerable buildings within the above distances, as required by the s106 legal agreement. The HSE's comments would be taken into account when considering the relevant reserved matters application(s). The Council has been worked closely with the HSE and the contents of this report and the heads of terms to the planning obligation accurately reflect the HSE advice.
- 1.479 In light of the mitigation measures to be secured by the planning obligations, it is considered the matter of the HSE Explosives Licence and its impact upon the proposed development is adequately dealt with having regard to the safety consideration of policy PMD1 and also the mitigation requirements of paragraph 187 of the NPPF. However, to meet these policy objectives, comments from the HSE consultation necessary mitigation will be required to inform the relevant reserved matters applications, which must meet the HSE's safety requirements.

Conclusion to this section

- 1.480 Having regard to the advice of the HSE and policy PMD1, along with the guidance contained in the NPPF/PPG, the health and safety considerations for COMAH sites, high-pressure pipelines and the Explosives Licence at the London Gateway can be mitigated through planning conditions and planning obligations, where identified, to allow for the proposed development to be considered acceptable.

XIII. ENERGY AND CLIMATE CHANGE

- 1.481 A number of policies within the LDF seek to improve energy efficiency and combat climate change. Policy CSTP25 seeks to address climate change and reduce CO2 emissions and policies CSTP26 and PMD13 both seek to encourage low carbon energy sources. Specifically, policy PMD13 sets a requirement for 20% of energy to come from decentralised, renewable or low carbon sources for development of more than 1,000m² by 2020. Policy PMD12 sets a BREEAM 'outstanding'

requirement by 2019. These policies are compliant with the aims of paragraphs 156 and 157 of the NPPF and guidance within the PPG.

- 1.482 Notwithstanding the specific energy generating development and uses subject of this application all other uses within the proposed development would need to adopt energy efficiency and climate measures to accord with the requirements of the policies listed above. To achieve this the applicant's submission advises that a range of energy technologies and energy conservation measures would be incorporated within the development for all uses. These include site wide performance measures to maximise daylight, heating and cooling, lighting; and building level performance, which would include measures such as adaptive design, energy efficient, low carbon heating supplies and low to zero carbon technologies. In terms of water performance, site wide performance would include drought resistant planting, use of natural cooling water features, drinking water foundations, vehicle wash-down facilities design to use recycled or non-potable grade water; and for building level performance water efficient appliances within building, design metering systems for monitoring of ongoing water use, and water systems with detection systems for leaks in infrastructure.
- 1.483 It is stated in the applicant's Planning Statement that the proposed measures would allow for the proposed development to achieve the 20% of its energy use from renewable sources, which would achieve the requirements of policy PMD13. A planning condition will be imposed to ensure the development accords with the planning policy and for details of energy measures to be provided at the reserved matters stage.
- 1.484 Reference is made in the applicant's Design and Access Statement to the site's opportunities for developing and using hydrogen technology to help decarbonise heat, transport and fuel for energy generation. Hydrogen can be created through electrolysis so can potentially use electricity generation from the site to achieve this.
- 1.485 In terms of BREEAM, the applicant's BREEAM Pre-assessment document advises the proposal would achieve a BREEAM 'Excellent' rating, which is below the requirements of policy PMD12, which requires a BREEAM 'Outstanding' rating by 2019. If BREEAM 'Outstanding' cannot be achieved, then policy PMD12 allows for an application to demonstrate through evidence that the development would be economically unviable and undeliverable. The applicant's BREEAM review report is concerned that some credits for achieving the 'Outstanding' rating may not be achieved, however, as this is an outline planning application full detailed building specifications are not known at this stage. After further considerations with regard to the current policy requirements the applicant has agreed to a planning condition to require all development to meet the BREEAM 'Outstanding' rating, which would

accord with policy PMD12, unless it is proven to be economically unviable and undeliverable to do so, which policy PMD12 also allows for.

Conclusion for this section

- 1.486 Having regard to policies CSTP25, CSTP26, PMD12, PMD13 and the guidance contained in the NPPF/PPG the proposed energy and climate change measures listed would generally contribute to the requirements of these planning policies, although further information would need to be approved through the reserved matters and through planning conditions as the development progresses.

XIV. EFFECT ON NEIGHBOURING PROPERTIES

- 1.487 Policy PMD1 seeks to minimise impacts upon amenity from new development. The site is surrounded by commercial properties and no objections have been received from the immediate neighbouring properties of the Greenergy site, Thames Oil Port site or the Shell Haven site. The future reserved matters will determine the actual proposed built form of the proposed development but from the information provided in this application the proposal is not envisaged to lead to an adverse impact upon these neighbouring uses/sites.
- 1.488 An objection has been raised by the nearby London Gateway site and from the more distant Port of Tilbury site which collectively raise concerns over the impact upon socioeconomics, traffic and transport, noise, air quality, flood risk and ecology. These material considerations have been assessed in detail in this report and for the reasons stated the proposed development would not lead to any adverse impacts upon the commercial uses of these sites.
- 1.489 The nearest residential property is approximately 1.9km to the east of the site on Canvey Island and 2.5km in Fobbing to the north west of the site. Given the distance between these dwellings and their location away from the main transport routes to the site (The Manorway) the proposed development would not adversely impact upon the residential amenities of the occupiers of these dwellings in regard to policy PMD1.
- 1.490 In Corringham and Stanford Le Hope the road known as The Manorway runs between these two settlement areas and from the highway assessment it is recognised that more traffic would be using The Manorway which would give rise to more activity, noise and disturbance but this road is an existing public highway with noise fencing along the road and is currently used by traffic from a number of locations including the London Gateway Port and Logistics Park. The increased level of traffic and associated noise and disturbance would not give rise to adverse

impacts upon residential amenity in regard to policy PMD1. This confirmed by the Council's Environmental Health Officer who raises no objections on this basis.

Conclusion for this section

- 1.491 Having regard to policy PMD1 and the advice of the Council's Environmental Health Officer it is concluded that the proposed development would not give rise to any significant adverse impacts upon residential amenity and nearby commercial uses/activities.

XV. BUILT HERITAGE AND ARCHAEOLOGY

- 1.492 Policy PMD4 seeks to ensure that the fabric and setting of heritage assets are appropriately protected and enhanced in accordance with their significance. The former Oil Refinery has been recognised as a non-heritage designated asset and in accordance with paragraph 203 of the NPPF 'the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application'.
- 1.493 The applicant's Built Heritage Statement advises that there are no designated heritage assets within the site but recognises the site is a non-designated built heritage asset but assesses the impact upon as negligible. Outside of the site the nearest designated heritage asset is a Scheduled Monument (World War 2 Decoy site on Fobbing Marshes) located 1.5km north west of the site. Other more distant heritage assets include 3 listed buildings located in 1-2km of the site and the Fobbing Conservation Area located 2.2km north west of the site. The applicant's Built Heritage Statement states the proposal would lead to 'perceptible visual change to its setting but this will not impact on its significance' having regard to the Scheduled Monument (World War 2 Decoy site on Fobbing Marshes). For the Fobbing Conservation Area, the applicant's Built Heritage Statement states the 'proposed development will amount to a perceptible visual change to its setting but this will not impact upon its significance'.
- 1.494 The Council's Listed Building/Conservation Advisor raises no objections on heritage grounds but has recommended a condition requiring building recording for the remaining buildings on site, which is considered necessary for the purposes of record keeping and to comply with paragraph 199 of the NPPF. It is considered that the proposal would not conflict with policy PMD4 or the guidance contained within chapter 16 of the NPPF.
- 1.495 For archaeology, the applicant's Archaeological Desk Based Assessment advises that the construction of the former oil refinery use would have destroyed or disturbed any archaeological potential, however, it is recognised that there is

potential for archaeological features and palaeo environmental remains around the Shellhaven Creek and potentially beneath the modern ground that exists across the site. It should be noted that there is no development proposed within the area of the Shellhaven Creek (which forms part of the Green Infrastructure) so the areas of archaeological investigation would be either side of the creek where development is proposed. The western part of the site has already been subject to decontamination and remediation work through planning permission reference 17/00194/FUL. The applicant’s Archaeological Desk Based Assessment provides an archaeological management plan to manage potential development impacts through the future reserved matters for the site. The Essex County Council Archaeological Officer raises no objection on archaeology grounds subject to a condition requiring a written scheme of investigation, a mitigation strategy and a post excavation assessment. This can be secured through a planning condition. For these reasons it is considered that the proposal would not conflict with policy PMD4 or the guidance contained within chapter 16 of the NPPF.

Conclusion for this section

1.496 Having regard to policy PMD4, the guidance of the NPPF/PPG and the consultation responses from the Council’s Listed Building/Conservation Advisor and the Essex County Council Archaeological Officer there are no objections raised to the impact of the proposed development upon built heritage and archaeology, although planning conditions are necessary with regard to building recording and archaeology investigation.

XVI. HEALTH IMPACT ASSESSMENT

1.497 The applicant’s Health Impact Assessment has undertaken a Health Urban Planning Checklist (HUDU) to screen the likely health impacts of the proposed development considering health living, active travel, healthy environments and vibrant neighbourhoods. The HUDU has been used to focus the assessment of effects against 10 key health themes as stated below, along with potential mitigation and enhancement measures:

Health Theme	Recommended Mitigation or Enhancement Action
Access to healthcare services and other social infrastructure.	No mitigation or enhancement measures considered necessary as no residential development proposed.
Access to open space and nature	No mitigation or enhancement measures considered necessary as no residential development proposed.
Air quality, noise and	No mitigation or enhancement measures considered

neighbourhood amenity	necessary.
Accessibility and active travel	Promote travel plans to identify safe walking routes, cycling opportunities for staff and reducing car based trips through car clubs, car sharing etc.
Crime reduction and community safety	Incorporate recommendations of Essex Police into future reserved matters applications.
Access to healthy food.	<ul style="list-style-type: none"> Consider committing some of the proposed commercial floorspace for social enterprises. When selecting tenants for commercial/ community floorspace, consider proposed use and potential adverse effects on health.
Access to work and training	<ul style="list-style-type: none"> Commit to sourcing construction work force from the local area where possible. Consider whether any apprenticeship positions could be provided.
Social cohesion and lifetime neighbourhoods.	No mitigation or enhancement measures considered necessary.
Minimising the use of resources	A Site Waste Management Plan (SWMP) will be prepared with future detailed applications.
Climate change	No mitigation or enhancement measures considered

1.498 The Council’s Public Health Officer raises no objection.

XVII. CUMULATIVE IMPACT AND ALTERNATIVE SITES

1.499 In accordance with the EIA Regulations the ES is required to take account of the cumulative effects of other existing and / or approved schemes in the area. The ES has considered the cumulative effects in each of the environmental topic assessments to taking into consideration the cumulative effects of the following proposed or consented developments:

- Thames Oil Port;
- Solar Farm to north of the site;
- London Gateway Logistics Park;
- London Gateway Port;
- Intergen Gateway Energy Centre;

- Underground gas pipeline to Intergen Gateway Energy Centre (11/50286/TTGFUL);
- High Voltage electrical connection linking to Intergen Gateway Energy Centre (12/01085/FUL);
- Oikos Storage (Canvey Island);
- Proposed residential development at Land to the North East of Corringham (15/00205/FUL);
- Proposed residential development at Land adjacent to Railway Line, The Manorway and West of Victoria Road, Stanford (14/01321/FUL);
- Tilbury Port 2;
- Amazon site Tilbury;
- Stanhope Industrial Estate;
- Thames Industrial Estate East Tilbury;
- Residential and Hospice site Little Malgraves Farm, Lower Dunton Road;
- Residential development at Nethermayne, Basildon;
- Any significant development within the neighbouring Castle Point District Council administration

1.500 There are no objections raised to the list of sites where there would be a cumulative impact nor to the list of alternative sites. The applicant’s ES has taken account of cumulative impact through each chapter of the ES with the conclusions that the cumulative impact of the development with those listed above would not lead to any significant adverse impacts, and where necessary mitigation is identified which can be used secured through the use of planning conditions and obligations where necessary.

XVIII. PHASING AND CONSTRUCTION

1.501 The ‘Indicative Development Phasing Plan’ shows that the site would be developed over six phases through an anticipated development period of 13 years as follows:

Phase	Floorspace per Phase	Likely Year of Delivery
1	107,265sqm	2022-25
1b	16,138sqm	2026
2	61,278sqm	2026-28
3	53,032sqm	2029-31
4	107,787sqm	2032-35
5	0sqm	2035

1.502 There are no objections raised to the proposed phasing of the development.

1.503 The construction phase of the development would be undertaken through a construction programme. It is stated in the ES that the site would be expected to be fully operational by approximately 2035. The ES identifies the construction phase would include the following stages:

- Remediation works;
- Access road construction and enabling works;
- Site preparation (including excavation and site levelling);
- Foundation works and piling;
- Infrastructure works;
- Drainage works;
- Construction of substructure;
- Construction of superstructure; and
- Landscaping.

1.504 The ES identifies the predicted construction traffic movements, and this is assessed in the highway section of the report.

1.505 Paragraph 5.15 of the applicant's ES Chapter 5A identifies material would be brought onto the site for surcharging the ground level to provide a development platform for the construction of buildings and internal roads. This would result in 300,000m³ of material with a maximum of 90,000m³ brought onto the site within any one year. This would be controlled through a series of planning conditions for levels, swale levels, limitations on the importation of materials annually and the CEMP.

1.506 A Construction Environmental Management Plan can agree to the hours of work for the construction phase, although the ES identifies that the following construction hours are likely to be sought:

- Monday to Friday, 8am to 8pm;
- Saturday, 8am to 1pm; and
- Sunday and Bank Holidays, no noisy activities on-site.

1.507 In regard to the above, and to cover all construction matters, a number of conditions are required for the Construction Phase including a Construction Environmental Management Plan (CEMP), a requirement for sustainable design and construction, a waste management plan, building recording condition and pipeline easement condition. The CEMP would require details of the construction works programme, hours of use, piling arrangements (if piling is permitted) construction management of traffic and access arrangements, wheel washing, road condition surveys, compound details, temporary hardstandings and hoardings, methods of

controlling noise and vibration, methods of controlling air quality mitigation, waste and surface water management, methods to prevent contamination, lighting and biodiversity protection measures. The proposed conditions are necessary to minimise any adverse impacts arising from the construction of the development upon amenity, highway impact and nearby biodiversity and ecological designations in accordance with policies PMD1, PMD7 and PMD9.

XIX. VIABILITY AND PLANNING OBLIGATIONS

- 1.508 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.
- 1.509 Certain Core Strategy policies identify requirements for planning obligations, and this depends upon the type of development proposed and consultation responses from the application process.
- 1.510 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. The changes brought in pooling limitations to a maximum of 5 contributions towards a type or item of infrastructure. The IRL therefore provides 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.
- 1.511 Paragraph 56 of the NPPF identifies that planning obligations must only be sought where they meet all of the following criteria:
- 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*
- 1.512 Through the consultation process to this application and following negotiations with the applicant the proposal would require a number of contributions and obligations to mitigate the impact of the proposed development. The table below sets out in summary form the proposed requirements of the planning obligations which would be secured through a s106 agreement. The table includes the commitment, description of the obligation and whether payments to the Council or obligations are on the applicant for each item. The agreed planning obligations have been

assessed and comply with the requirements of policy PMD16 and paragraph 56 of the NPPF as they are necessary, directly related to the development and fair and reasonable related in scale and kind to the development.

1.513 The proposed planning obligations are as follows:

Commitment	Description	Payments to the Council (index linked) and obligations on the applicant where stated								
Education, Employment and Skills Strategy										
Education, Employment and Skills Strategy	An Education, Employment and Skills Strategy for the Construction and Operational Phases of the development. This will include training opportunities, apprenticeships, using local labour sources and advertising for jobs locally.	£300,000 to be provided in instalments								
Highways and Travel (a section 278 agreement can replace any (or all) of the obligations involving works to the highway)										
Bus Service Provision	<ol style="list-style-type: none"> To operate 1 bus between TEP and Basildon rail station and this would serve Corringham and Stanford Le Hope. From Year 5 operate another bus services from one of the following route options: <table border="1" data-bbox="507 1364 1027 1666"> <thead> <tr> <th data-bbox="507 1364 635 1408">Route</th> <th data-bbox="635 1364 1027 1408">Route</th> </tr> </thead> <tbody> <tr> <td data-bbox="507 1408 635 1496">A</td> <td data-bbox="635 1408 1027 1496">TEP to Upminster Upminster to TEP</td> </tr> <tr> <td data-bbox="507 1496 635 1583">B</td> <td data-bbox="635 1496 1027 1583">Brentwood to TEP TEP to Brentwood</td> </tr> <tr> <td data-bbox="507 1583 635 1666">C</td> <td data-bbox="635 1583 1027 1666">Chelmsford to TEP TEP to Chelmsford</td> </tr> </tbody> </table> 	Route	Route	A	TEP to Upminster Upminster to TEP	B	Brentwood to TEP TEP to Brentwood	C	Chelmsford to TEP TEP to Chelmsford	No less than £4,200,000 to be provided in instalments per annum to be allocated to the Travel Plan Committee and/or the Travel Plan Co-ordinators to procure and organise the bus service.
Route	Route									
A	TEP to Upminster Upminster to TEP									
B	Brentwood to TEP TEP to Brentwood									
C	Chelmsford to TEP TEP to Chelmsford									
Access link for bus and freight between the TEP site and the London Gateway Logistics Park	To use reasonable endeavours to secure a link and access route, which is necessary to aid reducing traffic impacts at the Sorrells and Giffords Cross junction to the benefit of the development and to assist in meeting the travel plan targets.	Obligation on the applicant								

Commitment	Description	Payments to the Council (index linked) and obligations on the applicant where stated
	For the applicant to submit to and obtain approval from the Council of a scheme for the provision of a freight and bus link to the neighbouring London Gateway Logistics Park.	
Active Travel Corridors for walking and cycle routes	1) A1014 The Manorway via Lampitts Hill to A13 five bells interchange for access to Basildon	£3,054,400
	2) TEP to Stanford-le-Hope rail station including resurfacing of the footway/cycleway and lighting of A1014 The Manorway, along with measures to control HGV vehicles	£3,224,455
Pool e-Bike Scheme	To provide no less than 100 e-bikes and associated bicycle docking stations in locations within the site including bike hire provision, plus the installation of docking station facilities of which a minimum of 30 of the e-bikes allocated for use at the Stanford Le Hope rail station to be facilitated by the Council for installation. To ensure the Travel Plan targets are met	Obligation on the applicant to provide, fund, manage and maintain the e-bikes and docking stations scheme
Car club	Provision of a car club to provide a minimum of 3 cars located on site with associated infrastructure to ensure the Travel Plan targets are met	Obligation on the applicant to provide and fund a car club
Car-pooling/Car Sharing	Promotion and enabling of Car-Pooling/Car Sharing system for the lifetime of the development to ensure the Travel Plan targets are	Obligation on the applicant to promote, fund and enable car-pooling /car sharing

Commitment	Description	Payments to the Council (index linked) and obligations on the applicant where stated
	met	
Travel Plan & Amenity Hub	<p>Travel Plan with the appointment of a Travel Plan Co-ordinator to be initially virtual then to be present within a temporary amenity hub unit and then, when complete, to be located in the permanent Amenity Hub location</p> <p>The creation of a Travel Plan Committee to be set up and to include representation from the Council, other highway bodies, owners and site management (including Travel Plan Co-ordinator(s)) to meet on a regular basis to oversee the implementation of the Travel Plan, with authority to activate and secure payments from the Remedial Measures Fund to meet Travel Plan targets.</p> <p>Monitoring of vehicle movements and the promotion of travel incentives including Active Travel Corridors, bus services, car club, car sharing/pooling and bike sharing. Travel Plan to monitor the Sustainable Distribution Plan.</p>	<p>Obligation on the applicant to provide, fund and implement the Travel Plan to achieve the modal share targets set out in the TA for maximising sustainability</p>
	Travel Plan Target Remedial Fund to ensure Travel Plan targets are met or to provide mitigation and managed by the Travel Plan Committee	A minimum of £400,000 to be paid if the Travel Plan targets are not met at 70% of occupation of the site
	Council Travel Plan Monitoring Fee until the last plot is fully occupied plus 5 years post occupation	£1,025 per year
Highway Improvements	1. Sorrells Roundabout improvements as indicatively	This highway improvement will be

Commitment	Description	Payments to the Council (index linked) and obligations on the applicant where stated
and Mitigation	shown on drawing W183827/A/105 Rev A and this scheme is to be agreed with the Council in relation to detailed design, safety auditing and approval	secured through a s278 agreement
	2. A13/A1014 Roundabout improvements as indicatively shown on drawing W183827/A/101 Rev C and this scheme is to be agreed with the Council in relation to detailed design, safety auditing and approval	This highway improvement will be secured through a s278 agreement
Highway Safety Measures	Average Speed Cameras along the A1014 The Manorway (between the Sorrells roundabout and the site) including ongoing monitoring and maintenance costs.	A minimum of £561,956 to be paid if the monitoring assessment identifies the 85 th percentile of traffic speed is 10% above the speed limit from commencement
Vehicle Management and Enforcement Measures	1. HGV Management and Enforcement	£1,196,000 in total, comprising of indicative amounts of £736,000, £287,500 and £172,500 for items 1, 2 and 3.
	2. Car/Van Management and Enforcement (Fobbing and Corringham)	
	3. Car/Van Management and Enforcement (other routes through Stanford Le Hope)	
Safety Management (Explosive Licence)		
Safety Management Scheme	A safety management scheme to be approved by the Council (in consultation with the HSE and London Gateway) in regard to the future development of the relevant	Obligation on the applicant

Commitment	Description	Payments to the Council (index linked) and obligations on the applicant where stated
	Plots.	
Council's Monitoring Fee (not a planning obligation)		
Monitoring Fee	A financial contribution to cover the cost of the Council's monitoring work and discharging of planning obligations	£10,000

1.514 The proposed planning obligations meet the relevant tests as set out in paragraph 56 of the NPPF and are necessary to mitigate the impact of the proposed development.

XX. SUSTAINABILITY

1.515 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 for the 'presumption in favour of sustainable development' to apply.

1.516 For the economic and social objective, the proposal would provide up to 5,500 jobs at this site and involve substantial investment which would be economically beneficial to the local and national economy based on the amount of employment land and floorspace to be provided. The proposed development would be developed over a 13-15 year period so would also lead to construction opportunities. For both the Construction and Operational Phases the proposal would lead to indirect as well as direct employment opportunities from this use.

1.517 For the environmental objective the proposed development gives rise to significant built development based on the parameters plan, especially highlighted by the land use and building height parameter plans. A design code condition in addition to other design related to conditions would require a high quality development to be achieved through future reserved matters. The site is located in a high risk flood zone and located close to areas of ecology designation therefore there are a number of conditions required regarding flood risk/drainage, ecology/green infrastructure and landscape impact to mitigate the impact of the development upon the natural environment. Other conditions are all necessary for transportation, air quality, noise, contamination and for health safety reasons, all in the interests of the protecting and mitigation impact upon the environment.

1.518 On the basis of the above the proposed development would satisfy the Environmental, Social and Economic objectives as outlined in paragraph 8 of the NPPF

XXI. OTHER MATTERS

1.519 A number of planning conditions would be used for this development including limitations to ensure the floorspace accords with the floorspace table in this report along with limiting floorspace for town centre uses (café, leisure uses, hotel) and the requirement for office uses to be ancillary to main uses approved, to avoid increased traffic movements.

1.520 Since the planning application was submitted the Thames Enterprise Park joined the bid to be part of the Thames Freeport as the Thames Enterprise Park represents one of the largest regeneration projects in the area. The site has since been identified to be part of the Thames Freeport. The Thames Freeport has been open for business since the Government announced on 3 March 2022 that it would be London and South East's Freeport. The Thames Freeport is to generate significant growth in terms of investment, development land and job creation.

1.6 CONCLUSIONS AND REASONS FOR APPROVAL

1.521 The proposed development represents one of the most significant employment-led regeneration development projects in the South East of England and would lead to the creation of 345,500m² of floorspace and up to 5,500 jobs at the site, along with jobs during the construction period. This site forms part of the Thames Freeport with the potential to bring about significant inward investment, jobs, training, innovation and skills to the Borough. The proposal would therefore accord with the Council's employment growth and employment land use policies.

1.522 As an outline planning application, a series of Parameter Plans secures the key information and requirements for the reserved matters to follow for the future vision of development potential for the site to be achieved. Through the Illustrative Masterplan and Design and Access Statement this shows details of how the site might appear in the future once developed. A Design Code would be created and secured through a planning condition to establish and influence site wide requirements, character areas, and the proposed development plots. From the information provided the layout, scale and massing, design and appearance information are acceptable for this outline planning application. Details can be secured through conditions and through the future reserved matters to ensure compliance with design, landscape and green infrastructure policies.

- 1.523 For the highway considerations the applicant's Transport Assessment (TA) proposes various measures to improve connectivity to the site and to maximise sustainable travel choices. The TA has also assessed the proposed traffic generation and impact upon the highway network arising from the development including proposed junction improvements and other vehicle management and safety measures. The overall highway considerations are finely balanced but are considered acceptable with regard to the relevant policies subject to the identified mitigation measures being implemented and this will be secured through planning obligations, planning conditions and through the future reserved matters where identified.
- 1.524 For the natural environment considerations of this application, the site is located close to areas of ecology designation and a Habitat Regulations Assessment has been undertaken which demonstrates there would be no adverse effect upon nearby ecological designations along with an assessment of existing ecology and biodiversity. The site is located in a high risk flood zone but the application is considered to pass the Sequential and Exception Tests, as required through the NPPF and the applicant's Flood Risk Assessment demonstrates the development would be safe from flooding through flood resistant/resilient measures being incorporated into the development. Surface water and foul drainage details will be secured through planning condition, as well as rainwater harvesting. The proposal is therefore considered acceptable with regard to ecology and flood risk policies.
- 1.525 The site is subject to a number of health and safety constraints including COMAH sites (Control of Major Accident Hazard), high pressure pipelines and an explosives licence at the neighbouring London Gateway Port. Upon the advice from the HSE and British Pipeline Agency planning conditions and obligations are necessary and would be imposed in the interests of health and safety, and to accord with relevant planning policies.
- 1.526 With regard to air quality and odour, noise, land contamination and ground conditions there are no objections subject to planning conditions having regard to relevant environmental protection policies. The proposed development would not give rise to any significant adverse impacts upon residential amenity and the nearby commercial uses/activities. The proposed energy and climate change measures would contribute to the requirements of relevant planning policies, although further information would need to be approved through the reserved matters and through planning conditions. For heritage and archaeology planning conditions are necessary and there are no objections to the applicant's Health Impact Assessment.
- 1.527 In accordance with the EIA Regulations the ES has taken account of the cumulative effects of other existing and / or approved schemes in the area and no objections

are raised. The 'Indicative Development Phasing Plan' shows that the site would be developed over six phases through an anticipated development period of 13-15 year build out.

- 1.528 The recommendation provides full details of the proposed planning conditions and planning obligations that would be secured through a section 106 legal agreement including financial contributions and section 278 highways agreements to the Council to mitigate the effect on the highway infrastructure and highway management alongside the promotion of a multiple sustainable transport mode opportunities, an education, employment and skills strategy, and a safety management scheme.
- 1.529 The recommendation for approval of planning permission is subject to completion of a section 106 agreement and subject to the planning conditions, this is 'Recommendation B' as before consideration of the planning permission is made a decision is needed to determine that the development would not have a likely significant effect on a European site either alone or in combination with other plans or projects, which is 'Recommendation A'.

1.7 RECOMMENDATION

- 1.530 The Committee is recommended to:

Recommendation A:

- 1.531 Determine pursuant to regulation 61 of the Conservation of Habitats and Species Regulations 2017 (as amended), and on the basis of the information available, that the development proposed will not have a likely significant effect on a European site either alone or in combination with other plans or projects.

Recommendation B:

- 1.532 Approve the application for the reasons given in this report and delegate authority to the Assistant Director – Planning, Transport and Public Protection to finalise the s106 legal agreement and to grant planning permission subject to the following:
- a. The agreement of a legal agreement under section 106 of the Town and Country Planning Act 1990 which will secure the planning obligations as set out below:

Commitment	Description	Payments to the Council (index linked) and obligations on the applicant where stated								
Education, Employment and Skills Strategy										
Education, Employment and Skills Strategy	An Education, Employment and Skills Strategy for the Construction and Operational Phases of the development. This will include training opportunities, apprenticeships, using local labour sources and advertising for jobs locally.	£300,000 to be provided in instalments								
Highways and Travel (a section 278 agreement can replace any (or all) of the obligations involving works to the highway)										
Bus Service Provision	<p>1. To operate 1 bus between TEP and Basildon rail station and this would serve Corringham and Stanford Le Hope.</p> <p>2. From Year 5 operate another bus services from one of the following route options:</p> <table border="1" data-bbox="552 1115 1075 1415"> <thead> <tr> <th>Route</th> <th>Route</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>TEP to Upminster Upminster to TEP</td> </tr> <tr> <td>B</td> <td>Brentwood to TEP TEP to Brentwood</td> </tr> <tr> <td>C</td> <td>Chelmsford to TEP TEP to Chelmsford</td> </tr> </tbody> </table>	Route	Route	A	TEP to Upminster Upminster to TEP	B	Brentwood to TEP TEP to Brentwood	C	Chelmsford to TEP TEP to Chelmsford	No less than £4,200,000 to be provided in instalments per annum to be allocated to the Travel Plan Committee and/or the Travel Plan Co-ordinators to procure and organise the bus service.
Route	Route									
A	TEP to Upminster Upminster to TEP									
B	Brentwood to TEP TEP to Brentwood									
C	Chelmsford to TEP TEP to Chelmsford									
Access link for bus and freight between the TEP site and the London Gateway Logistics Park	<p>To use reasonable endeavours to secure a link and access route, which is necessary to aid reducing traffic impacts at the Sorrells and Giffords Cross junction to the benefit of the development and to assist in meeting the travel plan targets.</p> <p>For the applicant to submit to and obtain approval from the Council of a scheme for the provision of a freight and bus link to the neighbouring London Gateway Logistics Park.</p>	Obligation on the applicant								

Commitment	Description	Payments to the Council (index linked) and obligations on the applicant where stated
Active Travel Corridors for walking and cycle routes	1) A1014 The Manorway via Lampitts Hill to A13 five bells interchange for access to Basildon	£3,054,400
	2) TEP to Stanford-le-Hope rail station including resurfacing of the footway/cycleway and lighting of A1014 The Manorway, along with measures to control HGV vehicles	£3,224,455
Pool e-Bike Scheme	To provide no less than 100 e-bikes and associated bicycle docking stations in locations within the site including bike hire provision, plus the installation of docking station facilities of which a minimum of 30 of the e-bikes allocated for use at the Stanford Le Hope rail station to be facilitated by the Council for installation. To ensure the Travel Plan targets are met	Obligation on the applicant to provide, fund, manage and maintain the e-bikes and docking stations scheme
Car club	Provision of a car club to provide a minimum of 3 cars located on site with associated infrastructure to ensure the Travel Plan targets are met	Obligation on the applicant to provide and fund a car club
Car-pooling/Car Sharing	Promotion and enabling of Car-Pooling/Car Sharing system for the lifetime of the development to ensure the Travel Plan targets are met	Obligation on the applicant to promote, fund and enable car-pooling /car sharing
Travel Plan & Amenity Hub	Travel Plan with the appointment of a Travel Plan Co-ordinator to be initially virtual then to be present within a temporary amenity hub unit and then, when complete, to be located in the permanent Amenity Hub location The creation of a Travel Plan Committee	Obligation on the applicant to provide, fund and implement the Travel Plan to achieve the modal share targets set out in the TA for

Commitment	Description	Payments to the Council (index linked) and obligations on the applicant where stated
	<p>to be set up and to include representation from the Council, other highway bodies, owners and site management (including Travel Plan Co-ordinator(s)) to meet on a regular basis to oversee the implementation of the Travel Plan, with authority to activate and secure payments from the Remedial Measures Fund to meet Travel Plan targets.</p> <p>Monitoring of vehicle movements and the promotion of travel incentives including Active Travel Corridors, bus services, car club, car sharing/pooling and bike sharing. Travel Plan to monitor the Sustainable Distribution Plan.</p>	<p>maximising sustainability</p>
	<p>Travel Plan Target Remedial Fund to ensure Travel Plan targets are met or to provide mitigation and managed by the Travel Plan Committee</p>	<p>A minimum of £400,000 to be paid if the Travel Plan targets are not met at 70% of occupation of the site</p>
	<p>Council Travel Plan Monitoring Fee until the last plot is fully occupied plus 5 years post occupation</p>	<p>£1,025 per year</p>
<p>Highway Improvements and Mitigation</p>	<ol style="list-style-type: none"> 1. Sorrells Roundabout improvements as indicatively shown on drawing W183827/A/105 Rev A and this scheme is to be agreed with the Council in relation to detailed design, safety auditing and approval 	<p>This highway improvement will be secured through a s278 agreement</p>
	<ol style="list-style-type: none"> 2. A13/A1014 Roundabout improvements as indicatively shown on drawing W183827/A/101 Rev C and this scheme is to be agreed with 	<p>This highway improvement will be secured through a s278</p>

Commitment	Description	Payments to the Council (index linked) and obligations on the applicant where stated
	the Council in relation to detailed design, safety auditing and approval	agreement
Highway Safety Measures	Average Speed Cameras along the A1014 The Manorway (between the Sorrells roundabout and the site) including ongoing monitoring and maintenance costs.	A minimum of £561,956 to be paid if the monitoring assessment identifies the 85 th percentile of traffic speed is 10% above the speed limit from commencement
Vehicle Management and Enforcement Measures	1. HGV Management and Enforcement	£1,196,000 in total, comprising of indicative amounts of £736,000, £287,500 and £172,500 for items 1, 2 and 3.
	2. Car/Van Management and Enforcement (Fobbing and Corringham)	
	3. Car/Van Management and Enforcement (other routes through Stanford Le Hope)	
Safety Management (Explosive Licence)		
Safety Management Scheme	A safety management scheme to be approved by the Council (in consultation with the HSE and London Gateway) in regard to the future development of the relevant Plots.	Obligation on the applicant
Council's Monitoring Fee (not a planning obligation)		
Monitoring Fee	A financial contribution to cover the cost of the Council's monitoring work and discharging of planning obligations	£10,000

b. And the conditions as set out at below:

Definitions

Within the following conditions the definitions listed below apply:

<p>Building</p>	<p>Means a structure that has a roof and walls and stands more or less permanently in one place, into which people normally go and precludes development which would be secured pursuant to permitted development.</p>
<p>Commencement</p>	<p>Means the carrying out on the Site of a material operation as defined in Section 56 (4) of the Town and Country Planning Act 1990 and "Commence" and "Commenced" shall be construed accordingly</p>
<p>Condition</p>	<p>Means a condition or conditions imposed on this permission</p>
<p>Design Code</p>	<p>Means the design code which is to be provided pursuant to Condition B4 with the objective of establishing a design framework for Site wide landscaping, Building design & infrastructure against which future reserved matters applications will be assessed.</p>
<p>Development</p>	<p>Means the development authorised by this planning permission, which is the following:</p> <p>Outline planning permission with all matters (except for access) reserved for the demolition, phased remediation and redevelopment of 167 hectares of former Coryton Oil Refinery to provide up to 345,500 sq. m of commercial development including Manufacturing Storage, Distribution & Logistics (Use Class B2/B8) Energy & Waste related facilities (Use Class Sui Generis) A Central Hub incorporating a range of active uses (Research & Development, leisure, education, hotel and conferencing facilities) (Use Classes B1(b), D1, D2, C1) and ancillary retail/leisure/community facilities (Use Classes A3, D2 & Sui Generis), as well as additional land set aside for a Rail Freight Terminal Up to 20 Hectares of Open Storage (Use Class B8) Energy Centre Lorry Parking Facilities structural landscaping car parking, new road and access facilities vehicular, pedestrian and cycle crossing over Shellhaven Creek pedestrian crossing facilities to existing and proposed estate roads retention of existing jetties and associated infrastructure works</p>

Development Plot(s)	Means the development plot(s) as identified on Development Plots Parameter Plan (Drawing no. SK159 Rev F) by the local planning authority
Environmental Statement	Means the Environmental Statement (September 2018), the ES Addendum (May 2019), the ES Addendum (December 2019), the ES Addendum (February 2021) all submitted in support of the application including the mitigation measures identified.
Floorspace	Means new Floorspace pursuant to the Development measured as gross floor area in sq.m
Illustrative Masterplan	Means the Illustrative Masterplan (drawing no. _SK125 Rev H) local planning authority
Key Infrastructure Works (Outside of Development Plots)	<p>Key Infrastructure Works, as identified on Development Plots Parameter Plan (Drawing no.SK159 Rev F) means any and all of the following:</p> <ul style="list-style-type: none"> (a) the laying of routing on the Site for utility services including drainage, water, electricity, gas and telecommunications beyond the boundary of a Development Plot and (b) the construction of any roads, footpaths and/or landscaping and drainage that form part of the Development but are located beyond the boundary of a Development Plot. <p>and shall specifically not include any Buildings for occupation or use of the Floorspace defined within the description of development.</p>
Occupation/Occupied	Means beneficial occupation for any purpose permitted by the Planning Permission
Phase	Means a phase as shown on the Phasing Plan (Drawing no. SK165)
Phasing Plan	Means the initial indicative phasing plan (Drawing no.SK165) by the local planning authority (later to be supplemented by a Site-wide phasing plan pursuant to condition B5)
Parameter Plans	Means the Parameter Plans listed in condition B2
Reserved Matters	Means the layout, scale, appearance, landscaping and the means of access to and within the site
Site	Means the land edged red on the approved Site Location Plan (Drawing no._SK158 Rev C)
Sq.m	Means built Floorspace quantified in square metres (gross external area unless otherwise specified)

Use Class	Means as the Use Class as defined in the Schedule to the Town and Country Planning (Use Classes) Order 1987 which shall be interpreted with reference to the Town and Country Planning (Use Classes) Order 1987 as amended on the date of this permission unless otherwise specified
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Time Limits/Reserved Matters

A1 Submission of Outstanding Reserved Matters

No Phase or Development Plot(s) or Key Infrastructure Works shall be Commenced until details of:

- (a) The layout of that Phase or Development Plot(s) or Key Infrastructure Works
- (b) The scale of Buildings within that Phase or Development Plot(s) or Key Infrastructure Works
- (c) The appearance of Buildings or place within that Phase or Development Plot(s) or Key Infrastructure Works
- (d) The means of access to and within that Phase or Development Plot(s) or Key Infrastructure Works, and
- (e) The landscaping of that Phase or Development Plot(s) or Key Infrastructure Works.

referred to as the 'Reserved Matters', have been submitted to, and approved in writing by, the local planning authority.

Each subsequent application for the approval of Reserved Matters shall contain the information required through the Conditions (as applicable) and shall demonstrate how it accords with the general principles of the approved Design Code. The Development shall be carried out in accordance with the approved details.

Reason: The application as submitted does not give particulars sufficient for the consideration of the reserved matters and to accord with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004. To ensure the development is undertaken on the basis of the development proposed and accompanying assessments which has been advanced with this outline permission.

A2 Time limit for the Submission of Reserved Matters

Application for the approval of the first Reserved Matters shall be made to the local planning authority before the expiration of three (3) years from the date of this permission. Application for the final set of Reserved Matters shall be made before the expiration of fifteen (15) years from the date of this permission.

Reason: To comply with the requirements of Section 92(2) of the Town & Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

A3 Time limit for the commencement of Outline Planning Permission

The Development shall be Commenced within two years from the date of the approval of the first Reserved Matters.

Reason: To comply with the requirements of Section 92(2) of the Town & Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

A4 Date of Commencement of the Development

Within 2 weeks following Commencement of the Development the local planning authority shall be informed in writing of the Commencement date of the Development.

Reason: To ensure the commencement date is known for the benefit of conditions and planning obligations associated with this planning permission.

Approved Plans/Extent of Permission**B1 Plans List for development determined by this Outline Planning Permission**

The Development shall be carried out in accordance with the following approved plans:

Plan Number(s):			
Reference	Name	Received	
SK158 - Site Boundary Plan Parameter Plan - PP1	Location Plan	27th	September 2018
SK159F - Development Plots Parameter Plan - PP2	Proposed Plans	6th April 2022	
SK160F - Land Use Parameter Plan – PP3	Proposed Plans	27th	January 2022
SK161D - Green Infrastructure Parameter Plan - PP4	Proposed Plans	27th	January 2022
SK162E - Building Heights Parameter Plan - PP5	Proposed Plans	27th	January 2022
SK163D - Access and Circulation Parameter Plan - PP6	Proposed Plans	27th	January 2022
SK164C - Public and Private Access Parameter Plan - PP7	Proposed Plans	27th	January 2022
83827-A-08-AT01C Swept Path Analysis	Proposed Plans	27th	January 2022
183827-A-08D Proposed pedestrian/cycle provision along the Manorway	Proposed Plans	27th	January 2022
183827-SK-006F - Site Access 2 - via Barkers Boulevard	Proposed Plans	27th	January 2022
SK167 – Existing and Proposed Levels	Proposed Plans	6th April 2022	

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the details as approved with regard to policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

B2 Plans List to inform the Reserved Matters

Subject to compliance with the requirements of the Conditions, the submission of Reserved Matters for any Phase or Development Plot(s) or Key Infrastructure Works shall adhere to and demonstrate conformity with the following Parameter

Plans accompanying the application:

Plan Number(s):			
Reference	Name	Received	
SK158 - Site Boundary Plan Parameter Plan - PP1	Location Plan	27th	September 2018
SK159F - Development Plots Parameter Plan - PP2	Proposed Plans	6th April 2022	
SK160F - Land Use Parameter Plan – PP3	Proposed Plans	27th	January 2022
SK161D - Green Infrastructure Parameter Plan – PP4	Proposed Plans	27th	January 2022
SK162E - Building Heights Parameter Plan - PP5	Proposed Plans	27th	January 2022
SK163D - Access and Circulation Parameter Plan - PP 6	Proposed Plans	27th	January 2022
SK164C - Public and Private Access Parameter Plan - PP7	Proposed Plans	27th	January 2022
SK167 – Existing and Proposed Levels	Proposed Plans	6th April 2022	

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the details as approved with regard to policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

B3 Illustrative Masterplan to inform the Reserved Matters

Subject to compliance with the requirements of the Conditions, the submission of Reserved Matters for any Phase or Development Plot(s) or Key Infrastructure Works shall have regard to the Illustrative Masterplan (Drawing no. SK125H).

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the details as approved with regard to policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

B4 Design Code Submission for Approval

Prior to the first Reserved Matters application a Design Code document for the Site shall be submitted to and approved in writing by the local planning authority. The Design Code shall be produced using the latest industry standard/national Design Code guidance. The Design Code, where relevant, shall reference the Design and

Access Statement, the approved Parameter Plans, Highway Access drawings, the Illustrative Masterplan, and shall in any case address and codify the following:

Introductory matters

- The vision for the development
- The site and its context
- The planning context
- The purpose and status of the document
- How the Design Code is to be used

Site-wide Coding

- Access and Movement Coding
 - Street Hierarchy
 - Inclusive streets
 - On-Plot Car Parking Sizes & Ratios
 - Cycle Parking
 - Proposed Location & Form of Junctions and crossings
 - Specification of Cycle and Pedestrian Routes
 - Infrastructure for Buses and other sustainable transport measures
 - Services and Utilities
- Green Infrastructure Coding
 - Network of Open spaces
 - Open Space and public realm design
 - Flood Risk, Drainage and integrated SUDS Coding
 - Biodiversity Provision (including Net Gain)
 - Planting/Landscaping to Roads/Streets
- Built Form
 - Illustrative Types and Forms for Each Use
 - Building Line
 - Height, Plot layout and built-design principles
 - Architectural Features & Site Wide Materials
 - Accessibility
- Public Space
 - Identity and Character of Primary, Secondary, and Tertiary spaces
 - Approaches to Public, Private and Semi-public
 - Surface finishes and street furniture
 - Secured by Design
 - Multi-Functional
 - Accessibility
- Energy and Sustainability Coding e.g. rainwater recycling, fabric first principles, orientation principles, and passive design principles.
 - Energy hierarchy

- Measures to Minimise Energy Consumption Measures To maximise Energy Efficiency
- Embodied energy
- Measures for Renewable Energy Sustainable Construction
- Minimising Water usage
- Security Coding
- Street Lighting, Amenity Spaces & On-Plot Lighting Coding
- Wayfinding and Signage

Character Areas

- Landscape Character Areas
 - The Park Loop
 - Shellhaven Creek
 - Spine Road
- Built Form Character Areas
 - Central Commercial Area (Plots K, L, N)
 - Amenity Hub (Plot H)
 - Northern Edge Energy (Plot J)
 - River and Creekside Industry
 - Perimeter Thames

Plot Typologies

- Plot Typology overview
- Plot Typologies - Warehouse/Industrial Buildings
- Plot Typologies – Energy
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Plot Coding for each Typology

- Plot Coding overview
- Plot Layout Principles
- Placement of Entrances
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- Massing, Form, Scale and Height, including measures to reduce visual impact
- Roofscape including measures to reduce visual impact
- Plant and ancillary Buildings
- Passive and Renewable Energy Coding (e.g. solar shading, thermal mass, blue roofs)
- Building and Public Realm Materials Palette
- Use of Colour

- Surfacing Finishes and Street Furniture
- Signage, including Building signage, and Wayfinding
- Landscaping
- Ecology and Biodiversity
- Integration of SUDS
- Security and Boundary Treatment
- Lighting Design
- Sustainability measures including rainwater recycling, passive and renewable energy coding (e.g. solar shading, thermal mass, blue roofs)
- Waste, Recycling and Utilities
- Staff Amenity

The approved Design Code for the Site shall be implemented through the Reserved Matters.

Each application for approval of Reserved Matters pursuant to Condition A1 shall comply with the approved Design Code and shall where relevant shall have reference the Design and Access Statement, the approved Parameter Plans, Highway Access Plans and the Illustrative Masterplan. Each application for approval of Reserved Matters shall include a Design Code Compliance Statement demonstrating compliance with the Design Code.

Following approval of the Reserved Matters for that Phase or Development Plot or Key Infrastructure Works construction of the development approved shall be in accordance with the approved plans for that Phase or Development Plot and the Design Code.

Reason: In order to ensure the design quality of the proposals over the lifetime of the development and to ensure high quality design in accordance with part 12 of the NPPF and policies CSTP22 and PMD2 of the adopted Thurrock LDF Core Coding and Policies for the Management of Development (2015).

B5 Site Wide Phasing Plan

Notwithstanding the Phasing Plan (Drawing no. SK165) submitted with the application, prior to the first Reserved Matters application, a Site-wide phasing plan ("the Site Wide Phasing Plan") that sets out the proposed order or sequence of the Development, shall be submitted to and approved in writing by the local planning authority. The submission of the Reserved Matters shall accord with the approved Site Wide Phasing Plan

Reason: To ensure that individual Reserved Matters and phases/sub phases follow the parameters assessed, considered and established at outline stage and do not

prejudice the ability to deliver the Development in a manner which is coherent and compliant with policies CSTP22, CSTP23 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

B6 Environmental Statement Compliance

The Development shall be carried out in accordance with the mitigation measures set out in the Environmental Statement and the Conditions of this planning permission.

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 on this decision notice.

Uses and Floor space

C1 Floorspace Compliance

Notwithstanding the provisions of the Town and Country Planning Act 1990 and the Town and Country Planning (Use Classes) Order 1987 (or any amending or re-enacting Acts or Orders), the Development shall not exceed 345,500 sq. m (Gross Floor Area) (excluding 20 hectares Open Storage as identified on the Parameter Plans) and the maximum Floorspace (including any mezzanine floors) within each of the Use Classes specified in the table below.

Use Class (New Use Classes Order in brackets)	Maximum Floorspace in Sq.m
B8 Storage and Distribution	200,500 sq. m
B8 Open Storage	20 hectares
B2 Manufacturing	72,000 sq. m
Sui Generis (Energy & Waste)	60,000 sq. m
B1(b) Research and Development/Incubator (E(g))	5,000 sq. m
D1 Education / Community Facilities/Creche D2 Gym /Leisure Facilities (E(f))	2,500 sq. m
C1 Hotel	5,000 sq. m (100 beds)
A3 Café (E(b))	500 sq. m
Total (All Uses)	345,500

Within 21 days of receipt of a request in writing from the local planning authority, but no more than once a year, a written schedule of units, their current use and floor area shall be provided to the local planning authority with a written schedule of

units, their current use and floor area.

Reason: To ensure that the Development is carried out in accordance with the approved plans, the Environmental Statement and the other submitted details assessed in relation to the development and to facilitate monitoring of compliance with the condition, and in regard to the employment land allocation through policies CSSP2 and CSTP6 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

C2 Ancillary Offices

Any space proposed for offices shall only be used for purposes in conjunction with and ancillary to the primary use of a Building within a Phase or Development Plot and shall not be occupied as separate office uses. The office content will be ancillary to the main operation of the Building and shall not exceed 15% of the overall Building Floorspace (Gross Floor Area).

Reason: To ensure that the Development is carried out in accordance with the approved plans, the Environmental Statement and the other submitted details assessed in relation to the Development and to facilitate monitoring of compliance with the condition, and in regard to the employment land allocation through policies CSSP2 and CSTP6 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

C3 Town Centre Use Floorspace Limitation

The total combined quantum of leisure use (D2) permitted across the Development shall not exceed 2,500 Sq. m of Floorspace permitted pursuant to this planning permission and shall be used for purposes as defined within Use Class D2 of the Schedule to the Town & Country Planning (Use Classes) Order 1987 (as amended). Any retail (Use Class A1) Floorspace shall be ancillary to the principal use of the relevant Building and shall not be occupied separately/independently as a retail planning unit.

Reason: To ensure that any leisure uses including any ancillary retail uses, as approved by this development, do not impact upon existing town centres in the Borough and to safeguard the employment land allocation through policies CSSP2 and CSTP6 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

C4 Energy Production Limitation

The maximum production of electricity output from an energy production facility on the Site shall not exceed 49.9MW.

Reason: To accord with the principles of the Environmental Statement and to ensure Electricity production from the Energy Uses from this permission does not exceed more than 49.9MW as that would be classed as a National Significant Infrastructure Project (NSIP) which requires a separate Development Consent Order under The Planning Act 2008.

C5 Removal of permitted development rights for commercial uses

Notwithstanding the provisions of Part 7, Classes A, H, and L of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revising, revoking and re-enacting that Order) no enlargement by way of extension subject of this permission shall be carried out without planning permission having been obtained from the local planning authority.

Reason: Because any increase in Floorspace would lead to increased vehicle movements beyond that assessed in the Transport Assessment and this would have an impact upon the efficiency of the highways network, in accordance with PMD9 and PMD10 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Highways and Movement

D1 Movement Network

Any application(s) for approval of Reserved Matters for a Phase or Development Plot(s) or Key Infrastructure Works pursuant to Condition A1 Parts (a) 'Layout' and (d) 'Means of Access' shall include the following details in respect of that Phase or Development Plot(s) or Key Infrastructure Works:

- (a) Movement network including layout of internal roads, junctions, service roads and servicing areas, visibility splay(s), sightlines, accesses, turning space(s), footways, cycleways, crossings, any one-way operation, loading and unloading areas, construction details and road geometry. The details to be submitted shall include plans and sections indicating design, layout, levels and materials. It shall also detail how that Phase or Development Plot, or Key Infrastructure Works fits into a comprehensive movement network for the totality of the Site and links off site
- (b) External lighting (to roads, lorry and car parking areas, footways / cycleways) shall include details of the spread and intensity of light together with the size,

scale and design of any light fittings and supports and a timescale for its installation

- (c) Street furniture
- (d) Surface finishes
- (e) Signage
- (f) Security measures to prevent any unauthorised access
- (g) Entrance gates and/or barriers
- (h) Drainage (including to roads, lorry and car parking areas, footways / cycleways)
- (i) Timescale for the provision of this infrastructure, and
- (j) Demonstrate compliance with the Design Code and the Environmental Statement.

No Phase or Development Plot(s) shall be Occupied or Key Infrastructure Works used until the approved details in respect of that Phase or Development Plot(s) or Key Infrastructure Works have been carried out in accordance with the timescales for the provision of this infrastructure.

Reason: The application as submitted does not give particulars sufficient for the consideration of the Reserved Matters. To ensure the comprehensive planning and design of the site and the timely delivery of infrastructure, in the interests of highway safety, amenity and sustainability to accord with polices PMD2, PMD9, PMD10 and PMD11 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

D2 Parking Provision

Any application(s) for approval of Reserved Matters for a Phase or Development Plot(s) or Key Infrastructure Works pursuant to Condition A1 Parts (a) 'Layout' and (d) 'Means of Access' shall include land reserved for the parking of private cars, commercial vehicles, disabled parking, electric vehicle charging points, motorcycles and bicycles for that Phase or Development Plot(s) or Key Infrastructure Works in accordance with the Council's adopted parking policy and the Thurrock Parking Design and Development Standards (February 2022) or any subsequent amended Thurrock Council parking standards document.

No Building within any Phase or Development Plot(s) or Key Infrastructure Works shall be Occupied until the parking areas for that Phase or Development Plot(s) or Key Infrastructure Works have been constructed, surfaced, laid out and made available for such purposes in accordance with the approved details and shall be maintained and retained for parking purposes for the relevant Development Plot(s) at all times thereafter for the lifetime of the Development

Reason: In the interests of highway safety, efficiency and amenity to ensure that adequate car parking provision is available in accordance with policies PMD2, PMD8 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

D3 Vehicle Parking Management Plan

Prior to the Occupation of any Building within each Phase or Development Plot(s) or Key Infrastructure Works a vehicle parking management plan in respect of that Phase or Development Plot(s) or Key Infrastructure Works shall be submitted to and approved in writing by the local planning authority. Each vehicle parking management plan must demonstrate compliance with the Council's adopted parking policy and the Thurrock Parking Design and Development Standards (February 2022) or any subsequent amended Thurrock Council parking standards document, and provide details of spaces allocated for:

- a. Vehicle parking
- b. Car club
- b. Disabled Space Parking
- c. Active electric vehicle charging points (to be a minimum of 20% of spaces)
- d. Details of passive provision or electric vehicle charging infrastructure to all identified electric vehicle parking spaces

No Building within a Phase or Development Plot(s) or Key Infrastructure Works shall be Occupied until the approved details have been implemented in full. The ongoing approved details shall be implemented, and the facilities provided shall be serviceable and maintained at all times thereafter for the lifetime of the Development.

Reason: In the interests of highway safety and efficiency, and to ensure that adequate vehicle 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).

D4 Cycle Parking/Powered two wheeler Parking

Any application(s) for approval of Reserved Matters for a Phase or Development Plot(s) or Key Infrastructure Works pursuant to Condition A1 Parts (a) 'Layout' and (d) 'Means of Access' shall provide full details of the number, size, type and location of spaces, together with the design, dimensions and materials of secure and weather protected cycle parking/powered two wheeler parking facilities to serve that Phase or Development Plot(s) or Key Infrastructure Works in accordance with the Council's adopted parking policy and Thurrock Parking Design and

Development Standards (February 2022) or any subsequent amended Thurrock Council parking standards document.

The details shall include the location and specification of cycle parking/powered two wheeler parking facilities sufficient to accommodate no less than 15% of the total number of employees that are intended to occupy that Phase or Development Plot(s) or Key Infrastructure Works.

No Building within any Phase or Development Plot(s) or Key Infrastructure Works shall be Occupied until the parking facilities for cycle parking/powered two-wheeler parking in respect of that Building have been installed as approved. Thereafter, the approved cycle parking/powered two-wheeler parking facilities shall be implemented and retained for the sole use of cycle parking/powered two wheelers parking for the users and visitors of the Phase or Development Plot. The facilities provided shall be serviceable and maintained at all times thereafter for the lifetime of the Development.

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).

D5 Servicing Strategy

Prior to Occupation of any Building within a Phase or Development Plot or Key Infrastructure Works, a Servicing Strategy for that Phase or Development Plot(s) to include all signage and road markings the layout of the relevant service area, shall be submitted to and agreed in writing by the local planning authority. Each strategy shall detail how the completed units within that Phase or Development Plot(s) or Key Infrastructure Works will be serviced, including the route, the method of servicing including unloading and loading areas, and associated signage for delivery vehicles and methods to prevent unauthorised vehicle access to pedestrianised spaces or cycle areas. No Phase or Development Plot or Key Infrastructure Works shall be Occupied until the Servicing Strategy has been implemented in accordance with the details as approved servicing strategy for that Phase or Development Plot Key Infrastructure Works.

Reason: To ensure satisfactory service arrangements that reduces the risk of conflict between pedestrians, cycles and service vehicles and minimise the impact upon the public realm in accordance with Policies PMD2 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

D6 HGV/LGV Routing Strategy

The Development hereby approved shall take its means of access to and egress from the Strategic Road Network for all HGV and LGV movements via the A1014 The Manorway only and no other means within the Stanford Le Hope and Corringham local road network. With the exception of LGV movements that are required to access Stanford Le Hope and Corringham for the purposes of making a delivery to a property accessed from the local road network.

Reason: In the interest of highway safety and efficiency to ensure that HGV and LGV vehicle movement do not severely adversely impact the local road network, in accordance with PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

D7 Lorry Parks

HGV and commercial vehicle parking shall be provided in the three defined locations as identified on Land Use Parameter Plan (Drawing no. SK160 Rev F) with the following spaces to be provided at prior to Occupation of the following Floorspace triggers:

- A minimum of 50 spaces at 100,000Sqm
- A minimum of 66 spaces at 150,000Sqm
- A minimum of 93 spaces at 200,000Sqm

The HGV and commercial vehicle parking shall only be used for such purposes in accordance with the approved Land Use Parameter Plan (Drawing no. SK160 Rev F). No HGV parking is permitted outside the allocated parking areas.

Reason: To ensure adequate HGV and commercial vehicle parking provision is delivered to meet demand and to ensure all HGV and commercial vehicle parking outside of Development Plots is accommodated within the site and not outside of the site on the public highway or near any sensitive receptors, in accordance with Policies PMD1, PMD9, PMD10 and PMD11 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

D8 HGV Movements for Open Storage Use

No more than 550 two-way Heavy Goods Vehicle (HGV) movements (vehicles over 3.5 tonne) off site per day taken as an average across a 7 day working week (from each Monday) shall be permitted as a total amount for all open storage operation approved as part of the Development and comprised within Development Plot(s) A, B and S locations as identified on the Land Use Parameter Plan (Drawing no.

SK160F)

Applications for approval of Reserved Matters for Open Storage on Development Plot(s) A, B and S pursuant to Condition 1 (parts (a) 'Layout' (d) 'Means of Access' shall include details of the Heavy Goods Vehicle (HGV) movements per Development Plot and measures concerning compliance with the total permitted open storage HGV movements.

Records of HGV movements per Development Plots A, B and S shall be logged and shall include the to and from details, the dates and times of entry and departure and CCTV footage shall be kept and shall be made available for inspection at reasonable times at the written request of the local planning authority.

Reason: To enable the Council to monitor the site use and the impact on the local highway network in accordance with Policies PMD9, PMD10 and PMD11 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

D9 Details of Pedestrian/Cycle Bridge over Shellhaven Creek

The first application for Reserved Matters on any Development Plot or Key Infrastructure Works within Phase 1, as shown on the Phasing Plan, shall be accompanied by details of the proposed pedestrian/cycle bridge over Shellhaven Creek, which will include details of:

- The layout, design, elevations & sections of the bridge at a recognised scale and in accordance with the LTN1/20 guidance
- Details of the materials to be used for construction of the bridge including its external finish/appearance
- An ecological assessment of the likely impact of the works to the bridge upon ecology/biodiversity including any mitigation measures necessary to allow for the construction and maintenance of the bridge
- An assessment of the impact of the bridge upon flood risk & drainage including any mitigation measures and
- An assessment of the how the bridge would link in with the Site's drainage coding.

The bridge shall be constructed in accordance with the details as approved and shall be retained and maintained thereafter for pedestrian and cycle usage for the lifetime of the Development.

Reason: To ensure pedestrian and cycle movements can access both land areas either side of the bridge in the interests of safety and sustainability in accordance

with policy PMD2 of the adopted Thurrock LDF Core Coding and Policies for the Management of Development (2015).

D10 Safeguarding and Maintenance of Jetties

The existing riverside jetties within the Site shall be safeguarded and maintained at all times for riverside uses and related riverside uses associated with the Development.

Reason: In the interests of promoting riverside uses and reducing vehicle movements onto the public highway in the interests of multi modal accessibility and sustainability in accordance with policies CSTP17, CSTP28, PMD2 and PMD11 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

D11 Jetties Report - Future Use

No later than one year after Commencement of the Development, a report demonstrating the steps that have been taken to utilise the riverside jetties that have been safeguarded within the Site for river related activities and the viability of such river related uses, together with details as to what could bring the jetties into use to serve the development, shall be submitted to and approved in writing by the local planning authority. An updated report shall be submitted every two years thereafter until first occupation of the last Development Plot.

Reason: In the interests of promoting riverside uses and reducing vehicle movements onto the public highway in the interests of multi modal accessibility and sustainability in accordance with policies CSTP17, CSTP28, PMD2 and PMD11 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

D12 River Freight Management Plan

For each Reserved Matters Application where a Phase or Development Plot(s) intends to utilise a jetty or multiple jetties for access or operational purposes, a River Freight Management Plan in respect of that Phase or Development Plot shall be submitted to and approved by the local planning authority. The River Freight Management Plan shall include a programme for implementation and set out how the jetties and river shall be used for river traffic with the associated Development Plot or Phase. Each River Freight Management Plan shall be implemented as approved.

Reason: In the interests of promoting riverside uses and reducing vehicle movements onto the public highway in the interests of multi modal accessibility and sustainability in accordance with policies CSTP17, CSTP28, PMD2 and PMD11 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

D13 Safeguarding of Rail Infrastructure

Notwithstanding the land use allocation as shown on the Land Use Parameter Plan (Drawing no SK160 Rev F), the land area designated as a rail terminal at Plot C on the Development Plots Parameter Plan (Drawing no. SK159 Rev F) shall be safeguarded as a rail terminal for the lifetime of the development from the date of this permission.

Reason: In the interests of promoting rail uses and reducing vehicle movements onto the public highway in the interests of multi modal accessibility and sustainability in accordance with policies CSTP17, PMD2 and PMD11 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

D14 Rail Report - Future Use

No later than one year after Commencement of the Development, a report demonstrating the steps that have been taken to consider rail-related uses within Plot C on the Land Use Parameter Plan (Drawing no. SK160 Rev F) and the viability of such uses, together with details as to what could bring the jetties into use to serve the development, shall be submitted to and approved in writing by the local planning authority. An updated report shall be submitted every two years thereafter until first occupation of the last Development Plot

Reason: In the interests of promoting rail uses and reducing vehicle movements onto the public highway in the interests of multi modal accessibility and sustainability in accordance with policies CSTP17, PMD2 and PMD11 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

D15 Rail Freight Management Plan

For each Reserved Matters Application where a Phase or Development Plot(s) intends to use the rail for access or operational purposes a Rail Freight Management Plan in respect of that Phase or Development Plot shall be submitted to and approved by the local planning authority. The Rail Freight Management Plan shall include a programme for implementation and set out how rail will be used for

that Phase or Development Plot(s). Each Rail Freight Management Plan shall be carried out as approved.

Reason: In the interests of promoting use of the rail infrastructure that serves the site and to reduce vehicle movements onto the public highway in the interests of multi modal accessibility and sustainability in accordance with policies CSTP17, PMD2 and PMD11 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

D16 Sustainable Distribution Plan

For any Reserved Matters for a Development Plot that would involve Floorspace for a storage and distribution use (Class B8), open storage use (Class B8 and Plot S only), manufacturing use (Class B2) and energy and waste uses (Sui Generis) a Sustainable Distribution Plan detailing how HGV and LGV traffic associated with the Development will be managed and serviced shall be submitted to and approved by the Local Planning Authority. The Sustainable Distribution Plan shall include measures to reduce HGV and LGV impact on the local and strategic highway network, and to reduce pollution. These shall include (but not limited to):

- Overnight lorry parking, driver welfare facilities and arrangements for drivers at Development Plots where no overnight staying is permitted (Plots A, B and G)
- Vehicle booking systems designed to manage access during peak periods
- For the operators of each Development Plot to become a member of the Council's Freight Quality Partnership
- Promotion of less polluting vehicles
- Vehicle booking systems designed to manage access during peak periods.
- An assessment of and measures to include the potential for the Development to utilise the river and rail infrastructure and whether pipeline or conveyor infrastructure can be maximised
- Ongoing monitoring provision

The Sustainable Distribution Plan shall incorporate the HGV routing strategy condition D6, HGV lorry parks condition D7 and HGV movements for open storage uses condition D8.

The Sustainable Distribution Plan as approved through the Reserved Matters shall be implemented prior to the Occupation of any Development Plot to which it corresponds to and shall thereafter continue to be regularly monitored by the Travel Plan Co-ordinators, and the Sustainable Distribution Plan shall be maintained and retained at all times thereafter for the lifetime of the Development.

Upon written request from the local planning authority details of the monitoring

records shall be made available and sent to the local planning authority in writing within 14 days of the date of the written request from the local planning authority.

Reason: In the interest of highway safety and efficiency to ensure that HGV and LGV vehicle movement do not severely adversely impact the local road network and the interests of reducing pollution to air quality, in accordance with policies PMD1, PMD9 and PMD11 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

D17 Emergency Crossover

Prior to the Commencement of the Development details of the maintenance crossover facility between the Port Access Roundabout (Sorrells Roundabout) and Giffords Cross Road junction with the A1014 The Manorway shall be submitted to and approved by the local planning authority. Prior to first Occupation of the Development the maintenance crossover facility shall be constructed as approved and made available and shall be maintained and retained as approved at all times thereafter.

Reason: In the interests of highway efficiency and resilience on the highway network in accordance with Policy PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

D18 Pedestrian and Cycle Access to The Manorway

No Development shall Commence until construction details of, the pedestrian and cycle improvement scheme as shown in plan ref. 183827-A-08 Rev D have been submitted to and approved in writing by the local planning authority. Prior to the Occupation of the Development the approved scheme shall be constructed to the Council's standards for adoptable highway specifications and implemented, surfaced, laid out and made available for such purposes in accordance with the approved scheme and retained as such 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).

D19 Road Safety Audit 2 for M25 Junction 30 Works

The development hereby permitted shall not be Occupied until a Road Safety Audit Stage 2 has been completed for the detailed design of the M25 Junction 30 Works agreed scheme referred to in condition D20 having regard to the completed Road

Safety Audit Stage 1 for the preliminary design of the M25 Junction 30 Works agreed scheme. The Road Safety Audit must be undertaken in accordance with DMRB GG119.

Reason: In the interest of maintaining a well-functioning strategic road network that enables growth by providing for safe and reliable journeys in accordance with paragraph 8 of Department for Transport Circular 02/2013, policy PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015), and the guidance contained in the NPPF and PPG

D20 M25 Junction 30 Works

No more than (107,265 Sq.m) of Floorspace shall be Occupied until the scheme of highway mitigation measures for the Strategic Road Network has been submitted to and approved in writing by the local planning authority in consultation with National Highways. Details to mitigate the impacts of the development on Junction 30 of the M25, as shown in principle on drawing 183827_GA_107_P03, shall comprise of the following:

- a) separate signalling on the roundabout junction of the west bound off slip from the A13 for the left turn leading to the A282 Dartford Crossing to provide additional green time for left turning vehicles
- b) widening of the west bound off slip from the A13 to accommodate a subsidiary deflection island to house traffic signal equipment
- c) change of route destination markings for traffic on the east circulatory carriageway allowing M25(N) to A13(W) in lane 3 to assist drivers in accessing lane 1 of the southern circulating carriageway and to maximise capacity for traffic travelling A13 (E) to M25(N)

The scheme of highway mitigation measures for the Strategic Road Network shall be constructed and completed in accordance with the details approved pursuant to the approved Road Safety Audit Stage 2 (condition D12).

Reason: In the interest of maintaining a well-functioning strategic road network that enables growth by providing for safe and reliable journeys in accordance with paragraph 8 of Department for Transport Circular 02/2013, policy PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015), and the guidance contained in the NPPF and PPG

D21 Signage Strategy

Prior to modifying or relocating the existing road network signage or installing new road network signage on, in or adjacent to, the Strategic Road Network and major

road network, a Signage Strategy shall be submitted to and approved in writing by the local planning authority.

Reason: In the interest of maintaining a well-functioning strategic road network that enables growth by providing for safe and reliable journeys in accordance with paragraph 8 of Department for Transport Circular 02/2013 (Or any subsequent update), policy PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015), and the guidance contained in the NPPF and PPG.

Materials and Boundary Details

E1 Details of Materials for Reserved Matters

Application(s) for approval of Reserved Matters for a Phase or Development Plot(s) or Key Infrastructure Works pursuant to Condition A1 Parts (a) 'Layout' (b) 'Scale', (c) 'Appearance' and (e) 'Landscaping' shall include where applicable the following details:

- (a) All surface and elevation materials
- (b) Roof and ridge materials
- (c) Boundary treatment
- (d) Signage
- (e) Any security measures

The Development shall be carried out in accordance with the approved details.

Reason: The application as submitted does not give particulars sufficient for the consideration of the Reserved Matters and 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).

E2 Details of Materials/Samples to be submitted

No Building within a Phase or Development Plot(s) or Key Infrastructure Works shall be Commenced above ground level until written details or samples of all materials to be used in the construction of the external surfaces of that Building have been submitted to and approved in writing by the local planning authority. Each Phase and Development Plot(s) or Key Infrastructure Works 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).

E3 Secured By Design

Application(s) for approval of Reserved Matters for a Phase or Development Plot(s) or Key Infrastructure Works pursuant to Condition A1 Parts (a) 'Layout' (b) 'Scale', (c) 'Appearance' and (e) 'Landscaping' shall include details of measures setting out how the principles and practices of the Secured By Design scheme are to be incorporated within that Phase or Development Plot(s) or Key Infrastructure Works. Each Phase and Development Plot(s) or Key Infrastructure Works shall be carried out in accordance with the approved measures.

Reason: In the interest of creating safer and sustainable communities in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2015).

E4 Details of Boundary Screening

Applications for approval of Reserved Matters for any Phase or Development Plot(s) or Key Infrastructure Works pursuant to Condition A1 parts (a) 'Layout' (b) 'Scale' and (c) 'Appearance' shall include details of the siting, height, design and materials of the treatment of all boundaries including gates, fences, walls, railings and piers for that Phase or Development Plot(s) or Key Infrastructure Works shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be installed prior to the Occupation of that Phase or Development Plot(s) or Key Infrastructure Works and shall be retained and maintained as such thereafter.

Reason: In order to safeguard the amenities of neighbouring occupiers and in the interests of the visual amenity of the area as required by policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

E5 Ground Levels – Site Wide

A minimum ground level of 3m AOD shall be achieved across the site for all Phases or Development Plots(s) or Key Infrastructure Works to accord with the Existing and Proposed Levels Plan (ref SK167 Rev B).

Reason: 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).

E6 Ground and Floor Levels for Reserved Matters

Application(s) for approval of Reserved Matters for a Phase or Development Plot(s) or Key Infrastructure Works pursuant to Condition A1 Parts (a) 'Layout' (b) 'Scale', (c) 'Appearance' and (e) 'Landscaping' shall include details of the finished site levels, finished floor levels and the finished external surface levels. Each Phase or Development Plot(s) or Key Infrastructure Works shall be carried out in accordance with the approved details.

Reason: 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).

Green Infrastructure, Landscaping and Ecology/Biodiversity

F1 Site Wide Green Infrastructure Plan

Prior to submission of any Reserved Matters application(s) a Site Wide Green Infrastructure Plan shall be submitted to and approved in writing by the local planning authority. The Site Wide Green Infrastructure Plan shall expand upon the green infrastructure and character areas information provided within Design and Access Statement (dated February 2021) and the Framework Landscape and Biodiversity Management Strategy (Appendix 7.5A of the ES dated February 2021). The approved Site Wide Green Infrastructure Plan shall inform the Reserved Matters for each Phase or Development Plot(s) or Key Infrastructure Works.

Reason: To ensure that the proposed development is satisfactorily integrated with its immediate surroundings, enables high quality design, incorporates measures to promote biodiversity in accordance with the of policies CSTP18 and PMD2 the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

F2 Site-Wide Management Plan for the Green Infrastructure, Landscape and Habitat Management

Prior to submission of any Reserved Matters application(s) for each Phase or Development Plot(s) or Key Infrastructure Works a Site Wide Management Plan for the green infrastructure, landscape and habitat management shall be submitted to and approved in writing by the local planning authority. The content of the Site

Wide Management Plan for the Green Infrastructure, Landscape and Habitat Management shall expand upon the Framework Landscape and Biodiversity Management Strategy (Appendix 7.5A of the ES dated February 2021) and shall include the following:

- a) Detailed description (including location and extent) and evaluation of features and habitats to be managed (and/or preserved and/or enhanced) and method statement for protection and management before and during construction of the development and thereafter
- b) Ecological trends and constraints on site that might influence management
- c) Assessment of the area's landscape character and how this informs planting choice and ongoing management
- d) Aims and objectives of management
- e) Appropriate management options for achieving aims and objectives.
- f) Prescriptions for management actions
- g) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period)
- h) Ongoing monitoring and remedial measures
- i) Details of the body(ies) or organisation(s) responsible for management of the green infrastructure, landscape and habitats
- j) The mechanism for detailing any changes to the approved management organisation
- k) Details of the legal and long-term funding mechanism(s) for the approved body(ies) or organisation(s)
- l) Contingencies and/or remedial action and
- m) A timetable for the implementation of the Site Wide Management Plan for the Green Infrastructure Landscape and Habitat Management.

The approved Site Wide Management Plan for the Green Infrastructure Landscape and Habitat Management shall inform the Reserved Matters and shall be implemented in accordance with the approved timetable and shall be maintained and managed thereafter as approved for the lifetime of the Development.

Reason: In the interests of ecology and biodiversity at the site in accordance with policy PMD7 of the adopted LDF Core Strategy and Policies for the Management of Development.

F3 Reserved Matters for Green Infrastructure and Landscaping

The Reserved Matters application(s) for each Phase or Development Plot(s) or Key Infrastructure Works shall include a scheme providing details of the landscaping, biodiversity measures green infrastructure and access required to serve that Phase or Development Plot(s) or Key Infrastructure Works, and which accord with the

approved Site Wide Green Infrastructure Plan pursuant to Condition F1, the approved Site-Wide Green Infrastructure Landscape and Habitat Management Plan pursuant to Condition F2, the approved Design and Access Statement (dated February 2021) and the Framework Landscape and Biodiversity Management Strategy (dated February 2021). These details shall include:

- (a) Details of all trees, hedgerows and other landscape features to be removed, retained, restored, enhanced or reinforced
- (b) Landscaping details including the location, species and size of all new plants, trees, shrubs and hedgerows to be planted, those areas to be grassed seeded and/or paved, and for a programme of planting, transplanting and maintenance
- (c) Written specifications (including ground preparation and remediation where required, cultivation and other operations associated with plant and grass establishment)
- (d) Pit design for tree planting within streets or areas of hard landscaping
- (e) Existing and proposed levels comprising spot heights, gradients and contours, grading, ground modelling and earth works
- (f) Surface Water drainage features
- (g) Locations and specifications and product literature relating to street furniture including signs, seats, bollards, planters, lighting and refuse bins
- (h) Details of path and other hard landscape materials
- (i) Whether such land (or particular parts) shall be accessible by the public and visitors having regard for constraints. The land shall be identified accordingly
- (j) How the proposed landscaping scheme safeguards existing and promotes ecological interests and biodiversity in a manner which accords with the Environmental Statement and the Landscape and Biodiversity Management Strategy (dated February 2021).
- (k) How future access can be facilitated close to Holehaven Creek SSSI and managed to avoid adverse effects on the overwintering bird populations and
- (l) Programme of implementation.

The Reserved Matters Green Infrastructure and Landscaping scheme for each Phase or Development Plot(s) or Key Infrastructure Works and associated works shall be implemented as approved and in accordance with the approved programme of implementation and shall continue to be managed and maintained at all times thereafter for the lifetime of the.

Any newly planted plant, tree, shrub or hedgerow dying, uprooted, significantly damaged or diseased or existing tree, shrub or hedgerow to be retained, dying, significantly damaged or seriously diseased, within a period of 5 years from completion of the approved landscape scheme for the relevant Phase, Development Plot or Key Infrastructure Works as the case may be shall be

replaced within the next planting season with others of the same species and of a similar size, unless the local planning authority gives prior written consent to any variation. Management and maintenance of the open space and landscaped shall be in strict accordance with the approved details.

Reason: To ensure that the proposed development is satisfactorily integrated with its immediate surroundings, enables high quality design, incorporates measures to promote biodiversity in accordance with the of policies CSTP18 and PMD2 the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

F4 Ecological and Habitat Enhancements

The Reserved Matters application(s) for each Phase or Development Plot(s) or Key Infrastructure Works shall include details of biodiversity and ecology mitigation and enhancements measures for that Phase or Development Plot(s) or Key Infrastructure Works have been submitted to and approved in writing by the local planning authority for that Phase or Development Plot(s) or Key Infrastructure Works. The submitted details shall have regard to the Ecological Design Strategy and Operational Method Statement referred to in Chapter 8B of the Environmental Statement and shall include management details specific to the mitigation and enhancement.

The biodiversity and ecology mitigation and enhancement measures for each Phase or Development Plot(s) or Key Infrastructure Works shall be carried out prior to the Occupation of that Phase or Development Plot(s) or Key Infrastructure Works and shall be managed as approved and in accordance with the approved Green Infrastructure Landscape and Habitat Management Plan pursuant to Condition F2 and/or F6 the Landscape and Habitat Management Plan pursuant to Condition F6 and in respect of that Phase or Development Plot(s) or Key Infrastructure Works.

Reason: In the interests of improving ecology and biodiversity at the site in accordance with policy PMD7 of the adopted LDF Core Strategy and Policies for the Management of Development.

F5 Developments Plots or Key Infrastructure Work zones near Holehaven Creek Ecological Mitigation - Ecological Design Strategy and Operational Management Statement

The Reserved Matters application(s) for Plots Q, R, S, T and the relevant Key Infrastructure Work zones nearest to Holehaven Creek as shown on the Development Plots Parameter Plan 2 (Drawing no. SK159 Rev F) and the greenspace corridor alongside Holehaven Creek as shown on the Green

Infrastructure Parameter Plan (Drawing no. SK161D) shall include ecological mitigation measures in the form of an Ecological Design Strategy and Operational Method Statement, as an identified requirement of Chapter 8B of the Environmental Statement. The ecological mitigation measures for Development Plots Q, R, S, T and the relevant Key Infrastructure Work zones as shown on the Development Plots Parameter Plan 2 (Drawing no. SK159 Rev F) and the greenspace corridor alongside Holehaven Creek as shown on the Green Infrastructure Parameter Plan (Drawing no. SK161D) shall be carried out prior to the Occupation of each of the relevant Plots Q, R, S, T and the relevant Key Infrastructure Work zones respectively in accordance with the approved Ecological Design Strategy and Operational Management Statement in respect of that Development Plot or Key Infrastructure Work zones with the identified ecological mitigation measures to be maintained and retained at all times.

Reason: In the interests of improving ecology and biodiversity at the site in accordance with policy PMD7 of the adopted LDF Core Strategy and Policies for the Management of Development.

F6 Phase or Development Plot or Key Infrastructure Works - Landscape and Habitat Management Plan

Prior to the Occupation of any Phase or Development Plot(s) or Key Infrastructure Works, a Landscape and Habitat Management Plan for that Phase or Development Plot(s) or Key Infrastructure Works shall be submitted to and approved in writing by the local planning authority. This shall include details of the body(ies) or organisation(s) responsible for management of the green infrastructure, landscaping and habitat and the mechanism for detailing any changes to the approved management organisation(s) details of the legal and long-term funding mechanism(s) for the approved body(ies) or organisation and contingencies and/or remedial action so that the Phase or Development Plot(s) or Key Infrastructure Works Landscape and Habitat Management Plan delivers the fully functioning biodiversity requirement, and shall be implemented prior to Occupation of the relevant Phase or Development Plot(s) or Key Infrastructure Works.

Reason: To ensure that the proposed development is satisfactorily integrated with its immediate surroundings, enables high quality design, incorporates measures to promote biodiversity in accordance with the of policies CSTP18 and PMD2 the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Flooding and Drainage

G1 Outfalls from Shellhaven Creek

With the exception of the installation of site infrastructure (roads, swales, drainage, utilities, hard and soft landscaping) and remediation works approved under planning permission 17/00194/FUL to serve Development Plots A, B, C, D, E and F as shown on the Development Plot Parameter Plan (Drawing no. SK159 Rev F) , no Development shall be Commenced until a scheme to replace or upgrade or repair the outfalls from Shellhaven Creek has been submitted to and approved in writing by the local planning authority. The scheme shall include a programme for its implementation. The scheme shall be fully implemented as approved and in accordance with the developments programme for its implementation and shall be retained and maintained at all times thereafter for the lifetime of the Development

Reason: To reduce the risk of flooding and to ensure that adequate flood protection measures are installed for the safety of all users of the development in accordance with policy PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

G2 Flood Risk Mitigation Measures

The Development shall be carried out in accordance with the resistance and resilience measures set out in the Flood Risk Assessment (reference: Hydrock Consultants Limited 06404-HYD-XX-XX-RP-D-5001, dated 1 February 2021) including the following mitigation measures:

- (a) All 'more vulnerable' uses (hotel use (C1) and the education/conferencing/crèche uses (D1 and D2)) shall have access to the first floor, or above, which shall be at a minimum level of 6.86m AOD. All sleeping accommodation for the hotel use shall be provided above the level of 6.86m AOD, on the first floor or above
- (b) Critical infrastructure shall be designed to remain operational in a flood by either elevating it, or protecting it through flood resistant measures, to a minimum level of 6.86m AOD
- (c) A minimum easement of 16 metres shall be provided from the landward toe of any flood defence structures (measured from the base of the embankment)
- (d) All Buildings within Development Plot(s) C, E and F as shown on Development Plot(s) Parameter Plan 2 (Drawing no. SK159 Rev F) shall be designed to withstand the hydrostatic and hydrodynamic pressures of flood water following a breach in the defences and
- (e) Identification of who is responsible for the maintenance and management of the flood mitigation measures.

No Phase or Development Plot(s) or Key Infrastructure Works shall be Occupied

until the approved mitigation measures for that Phase or Development Plot(s) or Key Infrastructure Works have been carried out as approved. The approved mitigation measures shall be retained and maintained throughout the lifetime of the Development.

Reason: To reduce the risk of flooding and to ensure that adequate flood protection measures are installed for the safety of all users of the development in accordance with policy PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

G3 Flood Warning and Evacuation Plan (SWFWEP) – Site Wide

Prior to the first application for Reserved Matters for built development approval, a Site wide flood warning and evacuation plan (SWFWEP) shall be submitted to and agreed in writing by the local planning authority. The measures within the approved SWFWEP shall be made available for inspection by all users of the Site and shall be displayed in visible locations at all times and operational thereafter.

Reason: 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 (2015)

G4 Flood Warning and Evacuation Plan (FWEP) for individual Development Plot(s)

Prior to the Occupation of any Development Plot(s), a flood warning and evacuation plan for that Development Plot, which shall accord with the principles set out in the approved SWFWEP (condition G3), shall be submitted to and approved in writing by the local planning authority. No Development Plot shall be Occupied until the measures within the approved flood warning and evacuation plan for that Development Plot have been put in place. Each approved flood warning and evacuation plan shall be made available for inspection by all users of the Development Plot(s) and shall be displayed in a visible location and operational at all times thereafter.

Reason: 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 (2015)

G5 Details of Life-saving Equipment

Prior to the Occupation of any of the following Development Plots C, F, H, Q, R, S, T that are located adjacent to the River Thames and the Holehaven Creek, details of life saving equipment, including the location of the equipment shown on scale drawn plan, and details of who is responsible for the management and maintenance of the equipment shall be submitted to and approved by the local planning authority. The approved lifesaving equipment shall be installed before Occupation of any of the following Development Plots C, F, H, Q, R, S, T and subsequently shall be maintained and retained at all times.

Reason: In the interests of safety of users of the site in accordance with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

G6 Site Wide Surface Water Drainage Strategy

Prior to the first Reserved Matters application, a Site Wide Surface Water Drainage Strategy to serve the Development shall be submitted to and agreed in writing by the local planning authority. The strategy shall include an assessment of the hydrological and geological context of the Site, having regard to the potential for contamination or pollution. The Site Wide Surface Water Drainage Strategy shall demonstrate compliance with the non-statutory technical standards for sustainable drainage systems (NSTS), the ECC's Sustainable Drainage Systems Design Guide (April 2016), the CIRIA SuDS Manual (C753), BS8582 code of practice for surface water management for development site, and shall include the following details:

- a) Where any area is proposed to drain to a non-tidally dominated watercourse or sewer detailed design, limiting discharge rates shall be implemented as close to or as reasonably practicable to the greenfield run off rate from the development for the same rainfall event for the 1 in 1 year and 1 in 100 year rainfall events, or to an absolute minimum of 50% betterment on existing run off rates with reasoning for this approach
- b) Where any area is proposed to drain to a tidal zone, evidence that SuDS and drainage measures have been sized to accommodate storm run-off during times when the outfall is tide locked. The storage provision should be calculated by modelling a 1 in 100 year rainfall event with climate change included, coinciding with a 1 in 20 year inclusive of climate change tidal event
- c) Sufficient surface water storage so that the runoff volume is discharged or infiltrating at a rate that does not adversely affect flood risk and that unless designated to flood that no part of the Site floods in a 1 in 30 year event, and 1 in 100 year event in any part of a Building, utility plant susceptible to water within the Development
- d) Sufficient storage to ensure no off-site flooding as a result of the Development during all storm events up to and including the 1 in 100 year event with climate

change event together with details of pre and post 100 year, 6 hour runoff volume

- e) Final modelling and calculations for all areas of the drainage system
- f) The appropriate level of treatment for all runoff leaving the Site, in line with the CIRIA SuDS Manual C753
- g) Detailed engineering drawings of each component of the drainage scheme final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features
- h) Pollution interceptors and/or measures to prevent pollution entering into water courses or further contaminating the ground
- i) A programme for implementation and
- j) Details of future maintenance and management.

The Site Wide Surface Water Drainage Strategy shall be implemented as approved and in accordance with the programme for implementation. The Site Wide 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, to protect ecology in the ecology designations and to minimise flood risk in accordance with policies PMD1, PMD7 and PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015) and the Habitats Regulation Assessment.

G7 Swale Levels

Any swale or drainage basin required pursuant to the Site Wide Surface Water Drainage Strategy, and or required pursuant to details of the surface water drainage to serve a Phase or Development Plot(s) or Key Infrastructure Works, shall achieve a minimum base level of 1.5m AOD.

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).

G8 Phase or Development Plot or Key Infrastructure Works Surface Water Drainage Strategy

No Phase or Development Plot(s) or Key Infrastructure Works shall be Commenced until details of the surface water drainage to serve that Phase or Development Plot(s) or Key Infrastructure Works and its connection to the Site Wide Surface Water Drainage System has been submitted to and approved in writing by the local

planning authority. The details shall comply with the Site Wide Surface Water Drainage Strategy approved by the local planning authority pursuant to condition G6. The approved details shall be carried out prior to the Occupation of that Phase or Development Plot or Key Infrastructure Works and resultant surface water system and connection to the site wide surface water drainage system shall then be retained and maintained at all times thereafter for the lifetime of the Development.

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).

G9 Surface Water Infiltration

No drainage systems for the infiltration of surface water shall permit drainage into the ground instead all surface water drainage shall be discharged in accordance with the Site Wide Surface Water Drainage Strategy as approved in condition G6.

Reason: To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk and to ensure no infiltration into contaminated land which has the potential to impact upon groundwater quality, in accordance with policies PMD1 and PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

G10 Site Wide Foul Drainage Strategy

Prior to the first Reserved Matters application a Site Wide Foul Drainage Strategy to serve the Development shall be submitted to and agreed in writing by the local planning authority. The strategy shall include:

- a) Detailed scale drawn plans to show the layout of the foul drainage system
- b) Details of the new treatment works to be provided on-site
- c) The foul drainage connection and/or discharge point or method of foul treated drainage disposal and method of disposal of waste and pollution collected from treatment works
- d) A programme for the implementation of the system and
- e) Details of future maintenance and management of the proposed foul drainage system.

The approved Site Wide Foul Water Drainage Strategy shall be implemented in accordance with the approved programme of implementation and shall then be retained and maintained at all times thereafter for the lifetime of the development.

Reason: To ensure the incorporation of an appropriate foul drainage scheme and to avoid pollution of the water environment, to protect ecology in the ecology designations and to minimise flood risk in accordance with policies PMD1, PMD7 and PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015) and Habitat Regulations Assessment.

G11 Phase or Development Plot or Key Infrastructure Works Foul Drainage System

No Phase or Development Plot(s) or Key Infrastructure Works shall be Commenced until details of the foul water drainage system to serve that Phase or Development Plot and its connection to the Site Wide Foul Drainage System has been submitted to and approved in writing by the local planning authority. The details shall comply with the Site Wide Foul Water Drainage Strategy approved by the local planning authority pursuant to condition G10. The approved details shall be carried out prior to the Occupation of that Phase or Development Plot(s) or Key Infrastructure Works. The approved details 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).

Air Quality

H1 Air Quality Modelling for Hotel

The first application for Reserved Matters approval for any proposed hotel shall include up to date air quality modelling information as part of an air quality assessment. If the results of the air quality assessment demonstrate exceedance of national air quality objectives or limit values, which are relevant at the time of submission of the assessment at the hotel location then the air quality assessment shall identify mitigation measures to ensure such objectives or values are achieved within internal spaces where exposure is relevant. The approved mitigation measures shall be carried out prior to the Occupation of the hotel and the approved mitigation measures shall be retained and maintained at all times thereafter.

Reason: To ensure all users of the hotel are not subject to air pollution in accordance with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

H2 Airborne Pollution

Each application for Reserved Matters for an energy use or an open storage use shall include details of measures to mitigate airborne pollution and odour having regard to the mitigation measures set out in Chapter 13B of the ES. The details shall be submitted to and approved in writing by the local planning authority. The approved mitigation measures for airborne pollution and odour shall be implemented prior to occupation of an energy use or open storage use and shall be maintained and retained at all times thereafter.

Reason: In the interests of human health, amenity and having regard to the site's location adjacent to national and European ecological designations in accordance with polices PMD1 and PMD7 of the adopted LDF Core Strategy and Policies for the Management of Development.

H3 Location of Stacks for Plot Q

Notwithstanding the details stated on the Building Heights Parameter Plan (Drawing no. SK162E) for Plot Q as identified on the Development Plots Parameter Plan (Drawing no. SK159 Rev F) any stacks proposed shall be located a minimum of 300m distance from the site's northeast site boundary as required through the mitigation identified in Chapter 8B and 14B of the ES.

Reason: To mitigate the impact of airborne pollution and to safeguard ecology and biodiversity having regard to the site's location adjacent to national and European ecological designations and the in accordance with polices CSTP19 and PMD7 of the adopted LDF Core Strategy and Policies for the Management of Development.

Noise

I1 Noise Mitigation for Hotel

The first application for Reserved Matters approval for any proposed hotel shall include a noise impact assessment that assesses the noise levels for all hotel bedrooms and shall demonstrate that the internal noise levels shall meet British Standard BS8233:2014. If the predicted internal noise levels exceed the British Standard BS8233:2014 then the noise impact assessment shall identify mitigation measures that demonstrate compliance with the British Standards BS8233:2014. The mitigation measures as approved shall be carried out prior to the Occupation of the hotel and the approved mitigation measures shall be retained and maintained at all times thereafter.

Reason: To ensure all users of the hotel are not subject to noise pollution in

accordance with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

I2 Site Phase or Development Plot(s) Boundary Noise Requirements

All plant and machinery shall be designed and/or installed so that the noise rating level at the Phase or Development Plot boundary does not exceed 60dB LAeq, 1 hour determined in accordance with BS4142:2014.

Reason: To ensure all users of the site and neighbouring sites are not subject to noise pollution in accordance with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Land Contamination

J1 Land Contamination Strategy

With the exception of the land decontamination and remediation works within Phase 1 approved through planning permission reference 17/00194/FUL, no Phase or Development Plot(s) or Key Infrastructure Works shall be Commenced until a land contamination strategy to deal with the risks associated with contamination within that Phase or Development Plot or Key Infrastructure Works has been submitted to and approved, in writing, by the local planning authority. Each land contamination strategy shall accord with the approach set out in the Land Contamination Management Framework (Appendix 10.5 of the ES dated 22 December 2016) and the Groundwater Monitoring and Assessment Strategy (Appendix 10.12 of the ES dated 22 August 2017), including the mitigation identified in Chapter 10A of the ES to protect ground gas release and protection of drinking water. The land contamination strategy shall include:

1. A Preliminary Risk Assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual site model indicating potential sources, pathways and receptors
 - potentially unacceptable risks arising from contamination requiring further investigations/assessment.

2. A Ground Investigation Scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The Ground Investigation results and associated risk assessment including appropriate interpretation and an updated conceptual site model (2).

4. A remediation and verification strategy including an options appraisal reflecting (3) which shall provide details of the data that shall be collected in order to demonstrate that the works set out in the remediation and verification strategy are complete and identify requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action (if any).

No construction works for a Phase or Development Plot(s) or Key Infrastructure Works shall Commence until the relevant area has been fully remediated in accordance with the approved remediation and verification strategy in respect of that Phase or Development Plot(s) or Key Infrastructure Works has been carried out.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those 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 receptors in accordance with policy PMD1 of the adopted Thurrock Core Strategy and Policies for the Management of Development (2015).

J2 Verification Report

With the exception of the land decontamination and remediation works within Phase 1, approved through planning permission reference 17/00194/FUL, no Phase or Development Plot(s) or Key Infrastructure Works shall be Occupied until a verification report demonstrating completion of the works set out in the approved remediation and verification strategy (in condition J1) for that Phase or Development Plot has been submitted to and approved, in writing, by the local planning authority.

The report shall include results of sampling and monitoring carried out in accordance with the approved remediation and verification strategy to demonstrate that the site remediation criteria for that Phase or Development Plot have been met.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those 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 offsite receptors in accordance with policy PMD1 of the adopted Thurrock Core Strategy and Policies for the Management of Development (2015).

J3 Monitoring

With the exception of the land decontamination and remediation works within Phase 1 approved through planning permission reference 17/00194/FUL, no Occupation of a Phase or Development Plot(s) or Key Infrastructure Works shall take place until, if applicable, a long term monitoring and maintenance plan in respect of contamination including a timetable of implementation (to include groundwater monitoring and submission of associated reports) in respect of that Phase or Development Plot or Key Infrastructure Works has been submitted to and approved by the local planning authority. The plan shall accord with the approach set out in the Land Contamination Management Framework (Appendix 10.5 of the ES dated 22 December 2016) and the Groundwater Monitoring and Assessment Strategy (Appendix 10.12 of the ES dated 22 August 2017).

All necessary contingency measures for each Phase or Development Plot(s) or Key Infrastructure Works shall be carried out in accordance with the details approved pursuant to the long term monitoring and maintenance plan.

On completion of the monitoring specified in each approved long term monitoring and maintenance plan a final report demonstrating that all long-term remediation works for the relevant Phase or Development Plot(s) or Key Infrastructure Works have been carried out and confirming that remedial targets have been achieved, shall be submitted to and approved by the local planning authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those 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 offsite receptors in accordance with policy PMD1 of the adopted Thurrock Core Strategy and Policies for the Management of Development (2015).

J4 Unforeseen Contamination

With the exception of the land decontamination and remediation works within Phase 1, approved through planning permission reference 17/00194/FUL, if, during construction of any Phase or Development Plot(s) or Key Infrastructure Works, contamination of significant extent, location or magnitude beyond that previously identified is found to be present for that Phase or Development Plot(s) or Key Infrastructure Works then no further development shall be carried out on that Phase or Development Plot(s) or Key Infrastructure Works until a revised remediation and verification strategy has been submitted to and approved in writing by the local planning authority. The revised strategy shall detail how this unsuspected contamination shall be dealt with. Such agreed measures shall be completed prior

to the Occupation of the respective Phase or Development Plot.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those 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 offsite receptors in accordance with policy PMD1 of the adopted Thurrock Core Strategy and Policies for the Management of Development (2015).

Health and Safety

K1 HSE restrictions for Plots A and B

Each Reserved Matters application submitted for Development Plots A and B, as shown on -the Land Use Parameter Plan (Drawing SK160 Rev F), that lie within the DPZ (Development Proximity Zone) COMAH zone of the Shell Oil Products Ltd, shall demonstrate that the proposed development of that Development Plot shall include measures to prevent persons from sleeping in cabs if these plots are used for lorry parking and shall meet the definition of 'not normally occupied' as described in accordance with the Health and Safety Executive's guidance on 'Land Use Planning Advice around Large Scale Petrol Storage Sites', including any amended guidance that is in force at the time of the Reserved Matters submission.

Reason: In the interests of the health and safety of all users of these plot(s) in accordance with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

K2 HSE restrictions for Plot G

Each Reserved Matters application submitted for Development Plot G, as shown on the Development Plots Parameter Plan (Drawing 26060 SK159 Rev F) and as identified for HGV, commercial vehicle and coach parking on the Land Use Parameter Plan (Drawing SK160 Rev F), shall include a strategy to be submitted and approved in writing by the local planning authority to demonstrate the measures to prevent persons from sleeping in cabs where located within an HSE inner COMAH zone of the Coryton Advanced Fuels site.

Reason: In the interests of the health and safety of all users of these plot(s) in accordance with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

K3 HSE restrictions for Plots C, D, E, J, K, L, N

Each Reserved Matters application submitted for Development Plots C, D, E, J, K, L, N, as shown on the Development Plots Parameter Plan (Drawing 26060 SK159 Rev F), which is located within an HSE inner COMAH zone, shall demonstrate that the proposed development and land use of that Development Plot accords with the Health and Safety Executive's guidance 'Land Use Planning Guidance' (or equivalent guidance enforce at the time of the Reserved Matters submission) 'Sensitivity level 1' or 'Sensitivity level 2' as long as less than 10% of its Building footprint (to include loading bays) lies within an HSE 'inner' zone of the COMAH zones which affect these stated plots.

Reason: In the interests of the health and safety of all users of these plot(s) in accordance with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

K4 HSE restrictions for Plots Q, R, S and T

Each Reserved Matters application submitted for Development Plots Q, R, S and T, as shown on the Development Plots Parameter Plan (Drawing 26060 SK159 Rev F), shall include a statement demonstrating that the Planning (Hazardous Substances) Consent reference 16/01256/HSC has been amended, surrendered or revoked such that Health and Safety Executive would not advise against the granting of planning permission for Buildings/uses associated with that Development Plot based on Health and Safety Executive guidance 'Land Use Planning Guidance' (or equivalent guidance enforce at the time of the Reserved Matters submission).

Reason: In the interests of the health and safety of all users of these identified plot(s), and in accordance with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Energy and Climate Change

L1 BREEAM

All Buildings hereby permitted shall achieve a minimum of an 'Outstanding' rating under the Building Research Establishment Environmental Assessment Method (BREEAM), unless it can be demonstrated to the local planning authority that it would be economically unviable or not feasible to do so.

A copy of the post construction completion certificate for each Building in each Phase or Development Plot verifying the BREEAM rating of 'Outstanding' has been achieved, (unless it has been demonstrated that it would be economically unviable or not feasible to do so for that particular Building in which case the BREEAM rating

shall be stated, in respect of that Building) shall be submitted to the local planning authority within six months of Occupation of that Building.

Reason: In order to reduce carbon dioxide emissions in the interests of sustainable development, as required by policy PMD12 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

L2 Renewable Energy

Application(s) for approval of Reserved Matters for a Phase or Development Plot(s) or Key Infrastructure Works pursuant to Condition A1 Parts (a) 'Layout' (b) 'Scale', (c) 'Appearance' shall include details of measures to demonstrate that the development within that Phase or Development Plot(s) or Key Infrastructure Works will achieve the generation of at least 20% of its energy needs through the use of decentralised, renewable or low carbon technologies, unless it can be demonstrated to the local planning authority that it would be economically unviable or not feasible. The approved measures shall be carried out and operational prior to the Occupation of any Building for that Phase or Development Plot(s) or Key Infrastructure Works and shall be maintained and retained at all times thereafter.

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).

L3 Rainwater Harvesting

Application(s) for approval of Reserved Matters for a Phase or Development Plot(s) or Key Infrastructure Works pursuant to Condition A1 Parts (a) 'Layout' (b) 'Scale', (c) 'Appearance' shall include a scheme for the provision and implementation of rainwater harvesting and water resource efficiency in respect of that Phase or Development Plot(s) or Key Infrastructure Works. Each approved scheme shall be carried out prior to the Occupation of the Buildings for that Phase or Development Plot(s) or Key Infrastructure Works and shall thereafter be maintained and retained at all times.

Reason: To ensure the incorporation of an appropriate drainage scheme 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).

Archaeology

M1 Archaeological Evaluation and Excavation

- 1) With the exception of the area shown in Phase 1 on the Phasing Plan (Drawing SK165) no Development shall Commence within a particular Phase or Development Plot(s) or Key Infrastructure Works, until a programme of archaeological assessment has been secured for areas on which construction nworks (so excluding areas of Green Infrastructure) are to be carried out within that Phase or Development Plot or Key Infrastructure Works in accordance with a written scheme of investigation which has been submitted to and approved by the local planning authority. The programme of archaeological assessment shall be undertaken in accordance with the details as approved.
- 2) A mitigation strategy detailing the excavation/preservation strategy shall be submitted to and approved by the local planning authority following the completion of programme of archaeological evaluation.
- 3) No Development can commence on those areas containing archaeological deposits until the satisfactory completion of fieldwork, as detailed in the mitigation strategy, and which has been approved in writing by the local planning authority. No fieldwork shall take place within the Green Infrastructure.
- 4) Within six months of the completion of the fieldwork a post excavation assessment shall be submitted to and approved by the local planning authority. This will include a programme and timetable for completion of post-excavation analysis, preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication report.

Reason: To ensure that investigation and recording of any remains takes place prior to commencement of development in accordance with Policy PMD4 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Others**N1 Refuse and Recycling Storage for Reserved Matters**

Applications for approval of Reserved Matters for any Phase or Development Plot(s) or Key Infrastructure Works pursuant to Condition A1 parts (a) 'Layout' (c) 'Appearance' and (d) 'Means of Access' shall include full details of the number, size, location, design and materials of bin and recycling stores to serve that Phase or Development Plot, together with details of the means of access to bin and recycling stores for refuse operatives, including collection points if necessary. The bin and recycling stores as approved shall be provided prior to the Occupation of

any of the Buildings within that Phase or Development Plot(s) or Key Infrastructure Works and the bin and recycling stores shall be retained and maintained as approved at all times thereafter.

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

N2 Outside Storage Screening

No Development Plot identified for open storage and the rail terminal (Plots A, B, C & S) as shown on the Development Plots Parameter Plan (Drawing no. SK159 Rev F) and the Land Use Parameter Plan (Drawing no. SK160 Rev F) shall be Commenced until details of external screening to the areas of open storage in that Development Plot have been submitted to and approved in writing by the local planning authority. None of the Development Plots identified for open storage and the rail terminal (Plots A, B, C & S) as shown on approved Plans the Development Plots Parameter Plan (Drawing no. SK159 Rev F) and the Land Use Parameter Plan (Drawing no. SK160 Rev F) shall be Occupied until the approved screening has been installed. The approved screening shall thereafter be retained and maintained as approved.

Aside from Development Plot(s) identified for open storage and the rail terminal on the Land Use Parameter Plan (Drawing no. SK160 Rev F), no goods, materials, plant, machinery, skips, containers or packaging shall be permanently stored or kept outside of a Building on any other Development Plot unless a scheme for screening such storage within that Development Plot has been carried out in accordance with details submitted to and approved in writing by the local planning authority. All such areas of storage and related screening shall be retained and maintained as approved thereafter.

Reason: In the interests of amenity and to ensure that the development remains integrated with its surroundings of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

N3 Ventilation and Extraction

Applications for approval of Reserved Matters for any Phase or Development Plot(s) or Key Infrastructure Works pursuant to Condition A1 parts (a) 'Layout' (b) 'Scale' and (c) 'Appearance' shall include details of the ventilation and extraction equipment for that Phase or Development Plot(s) or Key Infrastructure Works. The approved ventilation and extraction equipment shall be installed prior to the

Occupation of that Phase or Development Plot (s) and shall be retained and maintained as such at all times thereafter.

Reason: In the interests of the amenity and ecology to mitigate the impact of development in accordance with by policies PMD1 and PMD6 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

N4 External Lighting for Development Plot(s) and Key Infrastructure Works

No Phase or Development Plot(s) or Key Infrastructure Works shall Commence until details of the means of external lighting to serve the Development within that Development Plot (including any security lighting) has been provided to and approved by the local planning authority. The details shall be in accordance with the Institution of Lighting Engineers Guidance notes on reduction of obtrusive light, with specific external lighting for sensitive areas i.e. nearby ecology and nature conservation areas and shall include the siting and design of lighting together with details of the spread and intensity of the light sources and the level of luminance for that and shall accord with the General Principles of the Design Code. No Development within a Development Plot(s) or Key Infrastructure Works shall be Occupied until the lighting for that has been installed in accordance with the approved details. All lighting shall be retained and maintained thereafter as approved.

Reason: In the interests of amenity, ecology and biodiversity and to ensure that the development can be integrated within its immediate surroundings in accordance with Policies PMD1, PMD2 and PMD7 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

N5 Storage of Oils, Fuels or Chemicals and Bunding

All facilities for the storage of oils, fuels and chemicals shall be sited on impervious bases and surrounded by impervious bund walls with covers. The volume of the bunded compound shall be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound should be at least equivalent to the capacity of the largest tank or the combined capacity of interconnected tanks plus 10%. All filling points, vents gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any water course, land or underground strata. Associated pipe work shall be located above ground and protected from accidental damage. All filling points and tank overflow outlets shall be discharged downwards into the bund.

Reason: In order to avoid the pollution of ground water and rivers/watercourses in accordance with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

N6 CCTV

Prior to the Occupation of any Building a scheme for CCTV in respect of that Building shall be submitted to and approved in writing by the local planning authority. All CCTV shall be installed and be operational in accordance with the relevant approved scheme prior to the Occupation of the Building and shall be retained and maintained at all times thereafter.

Reason: In the interests of amenity, security and crime prevention in accordance with policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

N7 Provision of Superfast Broadband

Prior to the Occupation of any Phase or Development Plot(s) a strategy to facilitate superfast broadband (broadband with speeds of at least 30Mbps as defined by Ofcom) for future occupants of that Phase or Development Plot shall be submitted to and approved in writing by the local planning authority. The strategy shall, accounting for feasibility and viability, seek to ensure that upon occupation of that Phase or Development Plot(s), either a landline or ducting is in place to facilitate the provision of a broadband service to that Phase or Development Plot(s) from a site-wide network, 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 users of that Phase or Development Plot(s) will no longer necessitate below ground infrastructure. Each Phase or Development Plot shall be carried out in accordance with the approved strategy for that Phase or Development Plot and the services (and ducting where applicable) retained and maintained at all times thereafter.

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 Phase

O1 Construction Environmental Management Plan (CEMP)

No demolition or construction works within for a Phase or Development Plot(s) or Key Infrastructure Works shall be Commenced until a Construction Environmental Management Plan (CEMP) for that Phase, Development Plot(s) or Key

Infrastructure Works has been submitted to and approved in writing by the local planning authority for that Phase, Development Plot(s) or Key Infrastructure Works. Each CEMP shall contain or address the following matters:

- (a) Demolition and construction work programme
- (b) Details of the method of demolition and plans and photographs to show all the existing structures above ground level, including existing oil storage tanks, pipelines and associated infrastructure to be demolished
- (c) Hours of use for the demolition and construction of that Phase or Development Plot(s)
- (d) Piling or any other foundation designs using penetrative methods shall not be permitted unless it is demonstrated that there is no resultant unacceptable risk to groundwater. In the event that any piling operations are permitted details of the hours and duration of any piling operations details of the piling operations and measures to minimise pollution to ground water
- (e) Demolition and construction traffic access and management plan detailing vehicle haul routing in connection with construction, remediation and engineering operations including those identified routes for the movement of hazardous loads
- (f) Identification of a strategy to minimise the level of employee travel by car to and from the Site during construction
- (g) Identification of a strategy to promote and maximise the use of river and rail during the construction phase of the Development
- (h) Wheel washing and sheeting of vehicles transporting loose aggregates or similar materials on or off site
- (i) Details of construction of any access or temporary access, temporary service roads and details of temporary parking requirements
- (j) Road condition surveys before demolition and after construction (for that Phase, Development Plot(s) or Key Infrastructure Works) is completed with assurances that any degradation of existing surfaces will be remediated as part of that Phase or Development Plot(s) or Key Infrastructure Works. Extents of road condition surveys to be agreed as part of this CEMP
- (k) Institutional arrangements for environmental monitoring, environmental authorities and participation of stakeholders,
- (l) Location and size of on-site compounds (including the design layout of any proposed temporary storage, laydown areas and artificial lighting systems)
- (m) Details of any temporary buildings for the demolition and construction processes
- (n) Details of any temporary hardstandings
- (o) Details of any temporary fencing and hoardings
- (p) The importation and/or stockpiling of material on the Site for the purpose of constructing the Development
- (q) Details of the ground works to meet proposed ground levels including earthworks and regrading and landscape clearing

- (r) Details of the method for the control of noise with reference to BS5228 together with a monitoring regime
- (s) Measures to reduce vibration and mitigate the impacts on sensitive receptors together with a monitoring regime
- (t) Measures to reduce dust with air quality mitigation and monitoring
- (u) Measures for water management including waste water and surface water discharge
- (v) The diversion, decommissioning and/or laying of services and utilities
- (w) A method statement for the prevention of contamination of soil, groundwater, rivers/watercourses and air pollution, including the storage of fuel and chemicals (with the exception of Phase 1) and to prevent pollution affecting sensitive receptors
- (x) Details of security and other external lighting layout and design in accordance with the Institution of Lighting Engineers Guidance notes on reduction of obtrusive light, with specific external lighting for sensitive areas i.e. nearby ecology and nature conservation areas
- (y) A method statement to demonstrate protection measures for biodiversity and ecology, particularly those sensitive areas adjacent to Holehaven Creek and Shellhaven Creek in accordance with the Habitat Regulations Assessment and
- (z) Contact details for site managers including emergency details and information about community liaison including a method for handling and monitoring complaints.

Any development within a Phase, Development Plot(s) or Key Infrastructure Works shall only be carried out in accordance with the approved CEMP for that Phase, Development Plot or Key Infrastructure Works.

Reason: In order to minimise any adverse impacts arising from the construction of the development upon amenity, highway impact on the Local Highway Network and the Strategic Road Network and nearby biodiversity and ecological designations in accordance with policies PMD1, PMD7 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

O2 Limitation on the Importation of Material

There shall be no more than a maximum of 300,000 cubic metres of material imported to the Site with a maximum import of 90,000 cubic metres of material in any one given year, all for the creation of a development platform and as part of any decontamination or remediation work. Records of the material quantities brought onto the site shall be kept and shall be made available in writing upon the written request of the local planning authority.

Reason: To ensure the material quantities accord with the details within the

application and in the interests of visual amenity of the area and to ensure the proposed vehicle movements associated within the development, as detailed in the Transport Assessment, do not exceed the numbers stated in the interests of traffic management in the area and highway safety, having regard to policies PMD1, PMD2, PMD9, PMD10 and PMD11 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

O3 Sustainable Design and Construction

Any application for Reserved Matters for any Phase or Development Plot must be accompanied by a specific Sustainability Strategy, for approval that accords with the principles of the Sustainability Strategy (TEP: Greengage February 2021). The Sustainability Statement shall set out measures that cover:

- a) A plan to show the area to be covered by it
- b) Detail when that Phase or Development Plot is proposed to Commence and be completed
- c) An assessment of Building orientation and means of passive heating/cooling
- d) Provide an assessment of the possible, and preferred renewable energy technologies proposed
- e) Indicate how the proposed Building design(s) in that Phase or Development Plot maximise opportunities to include design and technology energy efficiency measures
- f) Detail the sustainable design measures incorporated into that Phase or Development Plot, including but not limited to, Building orientation, passive solar gain and sustainable landscape design, water conservation and efficiency measures
- g) Detail how that Phase or Development Plot(s) will contribute to the Development as a whole securing at least 20% of its energy from decentralised and renewable or low carbon sources
- h) Provide details of how natural cooling and ventilation can be achieved in Building design and
- i) Detail how sustainable construction methods will be utilised.

Each Phase or Development Plot shall be carried out in accordance with the approved Sustainability Strategy for that Phase or Development Plot.

Reason: To ensure that development takes place in an environmentally sensitive way in accordance with policies PMD1, PMD2, PMD12 and PMD13 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

O4 Waste Management Plan (WMP)

No Phase or Development Plot(s) or Key Infrastructure Works shall be Commenced until a Waste Management Plan (WMP) has been submitted to and approved in writing by the local planning authority for that Phase or Development Plot(s) or Key Infrastructure Works. Each WMP shall include details of:

- (a) The anticipated nature and volumes of construction waste
- (b) Measures to minimise waste and maximise re-use
- (c) Measures to mitigate the risk of polluting ground water, water courses or sensitive receptors
- (d) Measures to ensure effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside that Phase or Development Plot
- (e) Any other steps to ensure the minimisation of waste during construction
- (f) The location and timing of provision of facilities pursuant to criteria (b), (c) and (d) above.

The implementation, management and monitoring of construction waste for each Phase or Development Plot(s) or Key Infrastructure Works shall be undertaken in accordance with the approved Waste Management Plan (WMP) for that Phase or Development Plot(s) or Key Infrastructure Works.

Reason: In order to minimise any adverse impacts arising from the construction of the development upon amenity, highway impact and nearby biodiversity and ecological designations in accordance with policies PMD1, PMD7 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

O5 Building Recording Condition

With the exception of the land within Phase 1 which has already been cleared and remediated in that part of the site (approved under ref. 17/00194/FUL), no demolition or construction works shall Commence until a building recording assessment including detailed written and photographic evidence of all Buildings and structures on site identified for demolition has been submitted to and approved in writing by the local planning authority. The demolition of Buildings and structures shall only Commence following approval of the building recording assessment by local planning authority.

Reason: To ensure that the industrial history and character is recorded in accordance paragraph 203 of the NPPF and policy PMD4 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

O6 British Pipeline (BPA) Condition

No Development shall Commence within the easement of British Pipeline Agency's pipelines as shown on the plan 'BPA Reference Number: 2021-1578' until the following details have been submitted to and approved in writing by the local planning authority:

- A confirmed or proposed programmed start date for the works
- A detailed description of the proposed works
- A plan of the work area,
- Drawings and a method statement for the written approval of BPA.

Development approved within the easement of British Pipeline Agency's pipelines as shown on the plan 'BPA Reference Number: 2021-1578' shall only Commence in accordance with the details as approved.

Reason: In the interests of the health and safety of all users Development Plots within the easement of the British Pipeline Agency's pipelines. In accordance with the health and safety requirements of policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Positive and Proactive Statement

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant/Agent, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority is 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>

