

Delegated Report

Full Planning Application

Application No:	20220733
Location:	FM Conway Imperial Wharf, Clifton Marine Parade, Gravesend, Kent, DA11 0DY
Description:	The installation of two additional bitumen tanks, load out gantry and the installation of a bitumen emulsion plant and alternative car parking.
Applicant:	FM Conway Limited
Site Visit:	4 th August 2022

Submitted Documents/Plans

- Application Form (30 June 2022)
- Covering Letter from PDE Consulting Ltd dated (30 June 2022)
- Planning Application Supporting Statement by PDE Consulting Ltd (30 June 2022)
- Landscape and Visual Impact Assessment produced by Kedd Limited (April 2022)
- Transport Statement produced by The Hurlstone Partnership (June 2022)
- Flood Risk Assessment produced by BCL Hydro (May 2022)
- Surface Water Drainage Strategy produced by Ambiental (May 2022)
- Ground Condition Desktop Study produced by Ground Condition Consultants Limited (November 2022)
- Preliminary Ecological Appraisal produced by Wilkinson Associates (June 2022)
- Cultural Heritage Assessment produced by Andrew Josephs Associates (May 2022)
- Noise Assessment produced by WBM Limited (30 May 2022)
- Air Quality and Odour Assessment produced by Tetra Tech Limited (December 2022)
- Supplementary Information - Letter from PDE Consulting Ltd to the Environment Agency (01 November 2022)
- Supplementary Information - Proposed Flood Wall Concrete Barrier (Drawing by JP Concrete) (01/11/2019)
- Supplementary Information - Imperial Wharf Flood Defence Structural Inspection Report by Frankham Consultancy Group Limited (October 2022)
- Supplementary Information - Imperial Wharf Flood Defence Kerb Design - General Arrangement Kerb (Rev. P02) by Frankham Consultancy Group Limited (November 2022)
- Supplementary Information - Technical Note from Tetra Tech re Air Quality re Air Quality (12 December 2022)
- Supplementary Information - Response to Environment Agency on Flood Defences (27 February 2023)
- Supplementary Information - Letter of Clarification in respect of odour emissions on site by PDE Consulting Ltd (28 April 2023)
- Supplementary Information - Response to Environmental Protection comments by PDE Consulting Ltd (11 July 2023)
- Drawing Number KD.IMP.D.001: Location Plan (scale 1:25000)
- Drawing Number KD.IMP.D.001: Location Plan (scale 1:1250)

- Drawing Number KD.IMP.D.003: Current Situation / Immediate Site Context
- Drawing Number KD.IMP.D.004A: Proposed Development
- Drawing Number KD.IMP.D.005: Elevations - Proposed Silos, Bund Wall & Oil Heater
- Drawing Number KD.IMP.D.010: Emulsion Plant & Tanks
- Drawing Number KD.IMP.D.011: Truck Loading System

Relevant Planning History

Reference	Description	Decision	Decision Date
20211383	Screening and Scoping Request in respect of a proposed planning application for the installation of two additional bitumen tanks, load out gantry, the installation of a bitumen emulsion plant and alternative car parking on land at Imperial Wharf, Clifton Marine Parade, Gravesend, Kent, DA11 0DY	ENV IMPACT ASSESSMENT NOT REQUIRED	20.12.2021
20160800	***REVISED APPLICATION*** Retrospective planning application for the retention of four additional bitumen storage tanks and ancillary equipment including activated carbon filter unit, mixing plant and enclosed retaining bund wall	PERMITTED	29.06.2018
20160412	Request for a screening opinion in respect of development comprising installation of four additional bitumen storage tanks each with a working capacity of 90 tonnes and circa 18m high in connection with the storage and distribution of bitumen, together with installation of an activated carbon filter unit and enclosed retaining 1.2m high bund wall.	ENV IMPACT ASSESSMENT NOT REQUIRED	26.05.2016
19860671	Erection of a single storey building to form offices with ancillary facilities use of two existing fuel tanks and construction of 2 No additional tanks for the storage and distribution of gas oil and heavy fuel oil and installation of a derv tank new vehicle access points and ancillary car park.	PERMITTED	05.12.1986

Planning History Notes

The Imperial Paper Mills operated on this site from the early 1900's until the mid-1980's to process paper pulp into newsprint. Imperial Wharf was used as an ancillary wharf in connection with the paper manufacture although the extent of its use is not known, but it was certainly used for bringing in pulp from the company's timber forests in Newfoundland.

The Imperial Paper Mills site, including the wharf/jetty, was acquired by TBF Thompson following closure of the paper mills, during the 1980's and part of the site was temporarily for an asphalt plant pending its redevelopment.

Effectively the wharf is a remnant of the redevelopment of the wider area under enterprise zone status in the late 1980's and early 1990's. The quayside and jetty were excluded from the master planning of the site along with the site of the former Hit and Miss Public House (long since demolished).

Planning permission was however granted for three units of offices on the site in 1989 (where the current tanks are located) and details of their siting and design was approved in 1993 (19930609) but this was never implemented, and that permission has long since expired.

The White House office building remained and was used as a suite of various offices for different companies although the wharf had been vacant for several years until more recently being brought back into more active use.

An application was submitted by TBF Thompson (developers of the Imperial Business Estate) (reference GR/2001/906) and refused by the Local Planning Authority for continued use of land for the open storage of aggregates in connection with the wharf activities at Imperial Wharf. The actual site was the former car park of the demolished Hit and Miss Public House.

A further application on the same site was submitted in 2003 by TBF Thompson for temporary use of land for overflow storage of bulk cargo discharged at Imperial Wharf. This was withdrawn.

A planning application (20160800) was submitted in August 2016 for the proposed installation of four additional bitumen storage tanks at Imperial Wharf. The site of the application had an area of 180 sq. m. and was previously an unused hard standing within an existing bitumen storage area of the site at the eastern end of the Wharf. The site was screened by palisade fencing.

A separate application (20160412) for a screening for Environmental Impact Assessment (EIA) for the development was submitted in April 2016. It was determined on 24 May 2016 that an Environmental Impact Assessment was not required, and a negative screening opinion was issued as the development was not likely to have significant environmental effects on the environment.

Although there remained some concern at the development in respect of environmental impact it was not considered that there were any overriding reasons to withhold planning permission and the application was eventually determined on 29 June 2018 by way of planning permission subject to various conditions.

The tanks as now built and are 15.5m high with a capacity each of 75 tonnes and an overall storage capacity of 300 tonnes. They are shown in the photograph below.



Following on from a pre-application enquiry an application (ref 20211383) was submitted in late 2021 seeking an EIA screening opinion in respect of a proposed future planning application for the installation of two additional bitumen tanks, load out gantry, the installation of a bitumen emulsion plant and alternative car parking.

The officer report concluded:

“The analysis and assessment of the development has shown that the proposed development would in this case not be of such a significantly greater scale or is markedly different in nature or likely to result in a high degree of contamination such that an Environmental Impact Assessment (EIA) would be required.

*It is concluded that **EIA is not required, and a negative screening opinion be issued as the***

development is not likely to have significant environmental effects on the environment.

The development **does not** constitute EIA development for a number of reasons...

*Under the circumstances the proposed development does need to be the subject of a planning application but **does not** need to be accompanied by an Environmental Impact Assessment (EIA) as defined in the above Regulations. It is therefore not necessary to scope out the topics needed for an EIA."*

It also concluded:

"Without the implementation of the various further assessments and mitigation measures ... it would be considered that the proposal would lead to result in significant adverse effects on the environments."

The officer report indicated that if a planning application were to be submitted it would need to be accompanied by various assessments/reports.

The Screening Opinion was issued by the Borough Council on 20 December 2021.

Development Plan

Gravesham Local Plan Core Strategy (2014)

- CS01 - Sustainable Development
- CS02 - Scale & Distribution of Development
- CS03 - Northfleet Embankment and Swanscombe Peninsula Opportunity Area
- CS07 - Economy, Employment and Skills
- CS11 - Transport
- CS12 - Green Infrastructure
- CS18 - Climate Change
- CS19 - Development & Design Principles
- CS20 - Heritage and the Historic Environment

Gravesham Local Plan: First Review (1994)

- TC3 - Development affecting Conservation Areas
- T1 - Impact of Development on Highway Network
- T2 - Channelling Traffic onto the Primary and District Distributor Network
- T3 - Development not well related to the Primary and District Distributor Network
- T5 - New Accesses onto Highway Network
- P3 - Policy for Vehicle Parking Standards

Paragraph 33 of the NPPF (2023) sets out that policies within adopted local plans should be reviewed to assess whether they need updating at least once every five years, and should then be updated as necessary. Such reviews are also a legal requirement as set out in Regulation 10A of the Town and Country Planning (Local Planning) England Regulations 2012.

The Council undertook such a review in September 2019 and found that the adopted Local Plan Core Strategy is in need of a partial review in terms of Policy CS02, due to the increased need for housing since the Local Plan Core Strategy was adopted and the need to ensure that a sufficient land supply exists to meet this need. Whilst saved policies from the Local Plan 1st Review (1994) generally conform with the NPPF (2023), the Council will also seek to replace these.

National Planning Policy Framework (2023)

- Section 2 - Achieving Sustainable Development
- Section 4 - Decision Making
- Section 9 - Promoting Sustainable Transport
- Section 12 - Achieving Well-Designed Places

- Section 14 - Meeting the Challenge of Climate Change, Flooding and Coastal Change
- Section 15 - Conserving and Enhancing the Natural Environment
- Section 16 - Conserving and Enhancing the Historic Environment

Supplementary Planning Guidance

- Kent Design Guide (SPG 5 - 2006)
- Kent Vehicle Parking Standards (SPG 4 - 2006)
- Vehicle Accesses on Classified Highways (SPG 6 - 1992)
- Lansdowne Square Conservation Area Character Appraisal (2009)
- Management Plan Northfleet Conservation Areas (2009)

Consultations, Publicity and Representations

Internal Consultations

GBC Regulatory Services (Environmental Protection Team) -

Original Comment (16/09/2022) - This service recommends refusal of this application to increase the size of the existing bitumen installation and to install a bitumen emulsion plant, due to the potential increase in odour of bitumen in the mixed-use area.

Additionally, the increase in nitrogen dioxide levels at nearby receptors from emissions to air from the 1750KW heating plant is considered to be avoidable with modern mitigation methods as such even a small impact on the locality is considered unacceptable.

This service is not against the siting of this installation in the borough in a suitable location however it is considered that this location is inappropriate for the current site which came back into use after many years derelict and as such did not require any permissions to continue the old use of the storage of bitumen. However, in order to be an acceptable development in this borough the mitigation measures for odour control and emissions to air relevant to Local Air Quality Management need to be such that there is no detrimental impact on the locality.

- ***Odour*** - The existing installation is odorous in nature and already impacts the residential areas in the locality including West Street, The Overcliffe and in Pier Road. The odour is that of bitumen. As well as being able to smell the bitumen odour in the residential areas the odour can also be smelt in the Imperial Retail Park, West Mill and East Mill. Odour assessments carried out by modelling software do not reflect the reality on the ground.

Whilst it is acknowledged that there are odour control measures/mitigation in place in the form of carbon filters, at the existing site, and that they are proposed to be replicated for the proposed additional tanks, a strong smell of bitumen arising from the existing site does occur and so these measures are, like most odour control methods, not 100% effective.

Several attempts have been made by this service to resolve the odour issues however they are still noticeable and unpleasant. The odour of bitumen is discernible to a person in small amounts and therefore unless the mitigation measures were 100% effective there will be a detrimental impact on the locality that will be unpleasant.

Consideration was given to the Odour Assessment by Tetra Tech. Whilst it concludes that the odour impact will be insignificant nevertheless, we are of the opinion that the odour of bitumen is so distinctive that insufficient evidence has been provided to demonstrate to this service that sufficient control measures would be put in place to ensure that the odour would not impact the locality. Carbon filters are considered to be basic technology and insufficient to prevent the odour completely. The report states that there are two potential odour sources firstly air displaced when filling any tank would be captured and passed through an in-line activated carbon filter to control the odour. Most of odour will be removed by the filter, however, it is likely there will be small amount of the residual odour being released.

Secondly a potential odour release source would be the filling of lorry tanks when odorous air of the lorry tank is being displaced by the bitumen. (Section 7.1 Potential Odour Release).

Table 7-6 shows the results of the odour assessment carried out by Tetra Tech. There is an increase predicted at 16 of the 25 sensitive receptors yet the report states that this is negligible. Figure 7-1 shows the contours of the increase in odour levels. This service does not consider the presence of odour of bitumen at a residential receptor to be acceptable at any level and certainly not an increase on current levels due to the proposed expansion of the site already poorly located. The findings of the report do not appear to consider that the residential properties are on top of chalk spines with the installation being slightly higher than at river level. Therefore, the residential properties are at approx. the same height as the vents on the tanks etc.

There is an expectation that innovative mitigation measures would need to be employed at a site surrounded by non-industrial uses and residential properties to ensure that there is no odour impact on the locality. Even if best available techniques/technology were employed there is likely to be an increase on the current level of odour in the locality, due to the strong smell of bitumen and the expansion of the site, which we consider to be unacceptable. The storage of bitumen is better sited away from residential and retail uses.

The conclusion of the report is that "odour emissions from the operations of the existing bitumen tanks and two proposed bitumen tank operations were assessed and the maximum predicted odour concentration at sensitive/residential receptors is below the odour benchmark. The odour effects from the site operations on the sensitive receptors are insignificant." This service does not agree with this conclusion based on local knowledge and experience of the odour from the exiting site.

If this application were permitted with the current design and mitigation the odour will likely impact the locality, as is predicted by this service, and there will be no resolution for those impacted. Therefore, we recommend that the application be refused until such time as the design is amended to include 100% abatement of the odour.

- *Air Quality* - Consideration has been given to the AQ Assessment by Tetra Tech. In terms of the impact on the local air quality i.e., the NO₂ nitrogen dioxide emissions from the new 1750KW heater in addition to the two existing 1750KW heaters, whilst the AQ assessment indicates that this is negligible impact on the annual mean and only a small one on the hourly mean there is an expectation that there is sufficient new technology to design out any detrimental impact on air quality. The report does not appear to take into consideration that the local sensitive receptors are located at high level on the chalk spines well above the site and therefore much more likely to be impacted on by the emissions from an industrial stack.

The council is duty bound to pursue an improvement in air quality in its area and as such the air quality objectives should not be viewed as a ceiling below which any increase is acceptable. The cumulative impact of new developments which have a detrimental impact on air quality, albeit small, erode the significant improvement in air quality in the locality that the council has achieved. Therefore, new development should be designed to introduce no increase in emissions or should employ suitable mitigation measures to prevent any impact. It is considered that insufficient information has been provided of the proposed mitigation measures to be put in place to ensure that any emissions to air do not detrimentally impact any sensitive receptors at all.

- *Comments on the contents of the reports relevant to both air quality and odour* - With regards to the contents of the report - the receptors identified in Table 5.2 are agreed as to be those most likely impacted by the installation.

The meteorological data i.e. the weather station information was obtained for the London City Airport with likely a different weather pattern to the site in Gravesend which is on the riverside in the estuary. A more appropriate estuarial location such as the weather station at Broadness in Gravesham which would likely indicate a higher number of days of wind from a north easterly or north north-easterly

direction than the wind rose figures in the AQ report as such this may have influenced the amount of impact from the site on the nearby residential properties when there are winds blowing in from the estuary i.e. north east etc.

The height of the buildings and tanks are given in table 5-4. These range from 2.4m for the Emulsion plant to 17.1m for the proposed tanks. The existing tanks are indicated as 17.8m tall. The proposed tanks are nearer to the residential properties on The Overcliffe and in Pier Road. The terrain is indicated as having been considered in the assessment. However, the height of the nearby buildings and the height at which the residential units are located is not indicated. The properties in Pier Road and The Overcliffe are at much higher level than the ground on which the installation is built as such they are approximately the same height as the vents to the tanks thus creating a situation where the odour is released at height similar to the height of the nearby residential properties. Therefore, the odour is likely to affect the nearby residential properties in a much more significant way than if they were built at the same ground level as the installation.

The following to be considered:

- *Lighting* - Artificial lighting can cause a statutory nuisance under the Environmental Protection Act 1990. It is important that the applicants are not permitted to install external lighting that illuminate anything other than the ground within the curtilage of the new development in order to assist in preventing a nuisance from occurring (which would be most likely if the bedrooms on nearby properties are illuminated).
- *Contaminated Land* - If during construction/demolition works, evidence of potential contamination is encountered, works shall cease, and the site fully assessed to enable an appropriate remediation plan to be developed. Works shall not recommence until an appropriate remediation scheme has been submitted to, and approved in writing by, the local planning authority and the remediation has been completed. Upon completion of the building works, this condition shall not be discharged until a closure report has been submitted to, and approved in writing by, the local planning authority. The closure report shall include:
 - A) Details of any sampling and remediation works conducted and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology.
 - B) Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria, together with the necessary documentation detailing what waste materials have been removed from the site.
 - C) Even if no contamination has been discovered during the build, then evidence (for example, photos or letters from site manager) to show that no contamination was discovered should be included.
- *Code of Practice on Construction and Demolition* - Please apply

Comment following Technical Note (20/02/2023) - These comments are in response to an email from PDE Consulting of the 13th February 2023 in which the Technical Note by Tetra Tech dated 12th December 2022 was submitted in response to the objection by this service to the expansion of the bitumen plant due to the potential impact of bitumen odour at nearby commercial and residential properties.

The Technical note, including the summary and conclusion in section 4.0 on page 20, addresses the individual comments made by this service. It makes interesting reading. Whilst the contents of the technical note rise to meet the objections by this service such that we will withdraw our objection to the expansion, this service expects that the site operator will ensure that the latest best practice odour control and mitigation measures are in place, operational and maintained in full working order at all times. If possible, this should be secured by condition.

This service will monitor the impact of the odour from the bitumen on the locality. The existence of planning

permission for the expansion of the site does not preclude enforcement action from this service should the odour be considered to be detrimental to the community. This service will of course liaise with the site management should there be noticeable bitumen odour in the locality.

The Technical Note also responds to the comments from this service on the lack of information provided in the application relating to the impact on local air quality i.e. from nitrogen dioxide and particulate matter PM10. If possible the mitigation measures on page 18 and in the summary and conclusion on page 20 of the Technical Note should be secured by condition.

Comment on Odour (28/06/2023) - These comments relate to bitumen type odour from the site impacting the community. Further to the letter from PDE Consulting Limited dated 28/04/23 from George Massingham we make the following comments.

It is agreed and understood by both the applicant and the Local Planning Authority that there is a need to control operations at the Site in order to ensure that there is no repeat of the historical odour issues in the future. Following PDE Consulting discussing the matter with their client and the air quality consultants Tetra Tech, they suggest that the best way of doing this would be through the imposition of an appropriate planning condition. This approach is agreed.

PDE suggest that with regard to odour, the most effective method of monitoring is through the use of olfactory surveys undertaken by a qualified expert. They have suggested wording for a planning condition as follows:

“Within three months of the completion of the development an odour survey should be undertaken in accordance with the methodology outlined within the Odour Survey Plan produced by Tetra Tech, dated 28 April 2023, and should be submitted to Gravesham Borough Council for approval. The assessment should be undertaken under conditions representative of the worst-case scenario. Should any issues be identified during the assessment, then the Operator will undertake appropriate investigation and any remedial actions intended to be undertaken should be outlined in writing to Gravesham Borough Council. The odour survey should be repeated in the event of any future justified odour complaints.”

PDE believe that through the imposition of the above condition, GBC will be able to monitor the odour at the Site once the development becomes fully operational and that the findings of the initial survey will determine whether any additional odour mitigation needs to be considered and if so, this should be discussed with GBC.

PDE add that beyond the initial odour survey, FM Conway are fully committed to ensuring that the facility operates to the highest standards and commit to undertake future surveys and reporting to GBC should a justified complaint be received.

This service welcomes the imposition of a condition. However, it is considered that the suggested condition wording above is inadequate to prevent, identify or resolve any odour issues. The condition fails to include the implementation of any of the mitigation measures proposed in the initial survey or any later surveys, it fails to commit the operator to carrying out preventative maintenance or maintaining the plant in a condition that does not cause an odour impact on the community and it fails to require the operator to carry out any sort of routine monitoring on a regular or frequent basis to prevent or identify issues that have the potential to cause odour impacts in the community. It commits the operator only to carrying out the initial survey, communicate the findings to GBC and carry out another survey should there be a justified odour complaint.

It is also difficult to understand why the statement that the imposition of the suggested condition would lead

to GBC being able to monitor the odour at the site.

The contents of the letter have introduced significant doubt as to the operator's intention to implement any findings of the initial survey, carry out any monitoring, routine preventative maintenance or carry out any investigation into complaints unless the council has first established whether they are justified.

Historically the operator has relied on receiving odour complaints from GBC before it has taken any action to prevent, investigate or resolve any issues that cause an odour impact in the community. It is apparent from the letter that there is an expectation that this reliance will continue. Even on receipt of a justified complaint the operator is only committed to employing a contractor to carry out a survey. However, the responsibility to **prevent** a statutory nuisance or a detrimental impact on the community is that of the operator. As such we recommend a condition to cease operations in the event of any odour or visible emissions from the plant which could be worded as follows:

"If an odour is detected offsite or complaints are received either from the LPA or direct from the community the operations should cease immediately until the cause of the problem is rectified. If emissions of particulate matter are visible from ducting, pipework, the pressure relief valve or arrestment plant during silo filling, the operation should cease immediately; the cause of the problem should be rectified prior to further deliveries taking place. Tanker drivers should be informed of the correct procedure to be followed."

The operator should be preventing odour issues through proactive, frequent and regular maintenance of the plant and its odour arrestment equipment, visual checks of equipment that the odour is likely to emanate from, swift investigation and recording of faults that may cause the release of odour and how they were dealt with, providing a customer contact point to deal with any complaints that they receive from either members of the public or GBC, the immediate investigation into the cause of the odour with swift resolution, as well as an **ongoing** monitoring by the operator in terms of regular visual and odour checks walking around the site and odour checks in the locality, especially as the odour has been evident in the car park to the neighbouring Pets at Home Store i.e. off site therefore odour monitoring off site is necessary to determine if the community is being affected.

The operator should note that in the absence of guidance solely for the storage of bitumen GBC will make reference to the Defra Process Guidance Note 6/42 13) for Bitumen Processes which gives a summary of best available techniques in Section 5.1 Table 5.1 that can be used to prevent emissions odour. **It is expected that the operator will make reference to this guidance also.**

Section 5.3 of that guidance lists the parts of the process that may give rise to bitumen odour i.e. delivering, storing, heating, mixing and cooling bitumen. The guidance, in sections 5.8 – 5.11, makes reference to the techniques to control emissions from contained sources – Odour, bitumen fume and PAHs as follows:

5.8 Use of ground-based pumps can reduce emissions of bitumen fume from delivery of these materials. It is considered that such pumps will only constitute BAT in cases where there is an existing or reasonably anticipated odour impact arising from such deliveries.

5.9 Where lorry-based compressors are used to pressurise the delivery, emissions of odour and fume can be reduced. One procedure, which can be used in some cases when clearing hoses and lines, is to use two short bursts of air rather than one long blow. The procedure to be used should be agreed with the regulator.

5.10 Where necessary to meet the odour provisions of paragraph 4.9 arising from the filling of road tankers with molten bitumen, emissions should be adequately contained by local exhaust ventilation and exhausted to suitable arrestment equipment or returned to the storage tank.

5.11 Odour from the handling and storage of hot materials may cause offence at or beyond the process boundary. Prevention may involve:

- the careful siting of storage tanks;
- control of temperature; (See Appendix 3 for storage and handling temperatures appropriate to bitumen grades. The rate of fume emission doubles for approximately every 11°C rise in temperature.) the use of modified bitumen may allow lower temperatures to be used in the process;
- prevent overfilling of bulk tanks, if high level alarms or volume indicators cannot be used then overfill prevention procedures should be agreed); and
- if necessary, containing and arresting exhaust gases.

It is therefore requested that a condition be placed on any permission granted so as to require the operator to take the reasonable steps, to prevent and resolve odour nuisance. Rather than the LPA draft a condition which includes a comprehensive list of actions it would be preferable for the applicant to be required to draft a management plan to prevent, identify and resolve odour issues for submission to the LPA for approval after which the operator must then implement the actions within the management plan. However in order to indicate what level of actions that management plan needs to encompass, the following draft condition incorporates a list of what is expected to be included in such a plan:

Prior to commissioning and operation of the new plant the applicant is required to draft and submit an odour management plan for the prevention, identification and resolution of odour impacts on the community, to the LPA for approval. It is expected that the plan include the following as a minimum, or words to affect the same outcome:

- *Suitable and sufficient techniques taken from the Defra Process Guidance Note 6/42 (13) for the Bitumen Processes with particular reference to sections 5.1 and 5.8 to 5.11*
- *Measures to ensure that once the site becomes operational there are no visible airborne emissions from any part of the plant at any time.*
- *There shall be no offensive odour beyond the site boundary, as perceived by GBC.*
- *Monitoring to identify the origin of a visible emission shall be undertaken using one or more of a variety of a number of indicative techniques.*
- *The plant shall be installed and operated in accordance with supplier recommendations, so as to minimise the release of odour.*
- *Within three months of the completion of the development an odour survey is to be undertaken in accordance with the methodology outlined within the Odour Survey Plan produced by Tetra Tech, dated 28 April 2023, and submitted to Gravesham Borough Council for approval. The assessment shall be undertaken under conditions representative of the worst-case scenario. Should any issues be identified during the assessment, then the Operator will undertake appropriate investigation and any remedial actions intended to be undertaken shall be outlined in writing to Gravesham Borough Council and implemented as soon as practicably possible to resolve the odour impact. The odour survey shall be repeated in the event of any future justified odour complaints, with the necessary works to resolve the odour/potential odour as soon as practicably possible to resolve the matter.*
- *Visual checks of all locations that are potentially the source of leaks especially airborne emissions. The time, location and result of the checks, along with weather conditions such as indicative wind direction and strength, shall be recorded. The aim being to prevent any visible air borne emission from any part of the plant. For unmanned sites other suitable checks shall be implemented eg suitable CCTV should be installed so as to carry out daily visual checks remotely.*
- *Where there are problems that, in the opinion of GBC, may be attributable to the installation, such as local complaints of visual emissions or odour being detected beyond the site boundary, the operator shall investigate in order to find out which part of their operation is the cause.*
- *Whilst problems are ongoing, a visual check shall continue to be made at least once per day, by the*

- operator. Once the source of the emission is known, corrective action shall be taken without delay.
- Where it is installed any odour arrestment equipment shall be inspected at least once a day to verify correct operation and to identify any malfunctions. Depending upon the type of any arrestment plant used this inspection shall include the identification of any leaks in air handling equipment and ductwork.
 - The operator shall keep records of inspections, tests and monitoring:
 - Records shall be kept on site and made available for the regulator to examine.
 - Records shall be kept by the operator for at least two years.
 - In the case of abnormal emissions, malfunction or breakdown leading to abnormal emissions the operator shall:
 - investigate and undertake remedial action immediately;
 - adjust the activity to minimise those emissions; and
 - promptly record the events and actions taken and
 - inform the regulator without delay.

Additional advice - should the operation at the site include any processing or blending of bitumen then it may be necessary for an Environmental Permit to be applied for. The relevant guidance can be found [here](#). The regulating authority for this site is Gravesham Borough Council. An application can be made here <https://www.gov.uk/apply-for-a-licence/environmental-permitting/gravesham/apply-2>

GBC Highways Development Management Officer - This application requires very careful consideration as it relocates existing car parking for the site. The transport statement suggests this car parking is underutilised. Paragraph 2.3 of the Transport Statement states that

“The existing car park provides 45 spaces. However, it was apparent that the demand remains significantly below that level based on the observed 10 vehicles parked during the site visit.”

Looking at Google Maps the satellite image shows the car park to be well used with 38 vehicles on site. Similar results are shown for earlier street view images.

On this basis there is a minimum requirement of 38 spaces, 39 allowing for the vehicle leaving and these observations on Google Maps may not be at peak demand. The application form states that 12 spaces will be lost reducing the number from 45 to 33 which is below the demand witnessed by Google Maps. I note that the application form states there are 26 existing and proposed employees, and some 15 people will be removed from the site as sub-let of some offices will cease.

“3.4 In addition to the HGV traffic, there are movements associated with staff employed on site by the Applicant (26 people) and also people travelling to and from the serviced offices let within The White House (15 people).”

It is essential that no further letting out of offices should occur to ensure there is adequate car parking provision for the use of FM Conway's staff. However, within paragraph 4.16 Alternative parking of the Planning Supporting Statement raises some concerns as it states:

4.16 To compensate for the loss of car parking space from the area where the two new tanks are to be located, parking will be provided on land located to the west of the proposed bitumen storage tanks, on the opposite side of Clifton Marine Parade. This area is already surfaced with road plainings and has historically been used for storage and additional parking as and when required. Some additional spaces will also be made available on land to the south of the new load out gantry. It is not envisaged that any significant enabling works would be required to facilitate the use of this land for car parking, save for the installation of drainage.

Which means at times the current car parking has been inadequate as parking has over spilled on

occasions to the proposed parking area, with no details provided why and how often. However, for commercial properties, vehicle parking standards are maximums, and the local area has extensive waiting restrictions although some car parking can occur on Clifton Marine Parade.

In terms of traffic generation, the volume is insignificant and can readily be accommodated by the local road network.

I have no objections to the proposal, but the submission has raised some questions about the adequacy of the proposed car parking provision, but as there is only a maximum requirement, there is no basis for an objection. There may, however, be a justification for a car parking management plan to ensure the operations at the site do not exceed the provision.

GBC Conservation Officer - No comments received.

GBC Ward Councillors - No comments received.

External Consultations

Natural England - No objection. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Natural England's generic advice on other natural environment issues is provided.

KCC Biodiversity

- *Summary* - We have reviewed the ecological information submitted in support of this planning application and advise that sufficient information has been provided.

However, it is recommended that planning conditions are in place if planning permission is granted with regards to the implementation of an appropriate lighting plan, Sustainable Drainage System (SuDS), suitable working methodologies during construction, and ecological enhancements. It is also recommended that steps be taken to ensure that suitable operational management is in place to prevent pollution of the River Thames.

The National Planning Policy Framework (NPPF) states that planning policies and decisions should contribute to and enhance the natural and local environment by: '*Minimising impacts on and providing net gains for biodiversity...*'.

- *Reasoning* - It is noted within the Wilkinson Associates (June 2022) Preliminary Ecological Appraisal that the site itself has negligible biodiversity interest.

It is also noted that there are no international, national or local statutory, or non-statutory designated sites within 1km of the site. Natural England, provided comments on the application 2nd August 2022 and stated that, based on the plans submitted, that it considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

However, the proposed works are to occur directly adjacent to and over the River Thames. Further, the priority habitat, 'mudflats', is located directly adjacent to the site, along the River Thames. The Natural Environment and Rural Communities (NERC) Act 2006 imposes an obligation on all public bodies, including local authorities, to consider whether their activities can contribute to the protection of wildlife. The duty is created by section 40(1) of the Act, which states that: "*Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity.*" Section 41 requires the Secretary of State to work with Natural England to publish a list of habitats and species that are a priority for local authorities to consider, for example, when assessing planning applications. Mudflats are a section 41 habitat.

In the absence of mitigation, there is a risk of pollution reaching the River Thames and mudflat habitat during both construction and operation.

No details have been provided regarding pollution prevention controls to be implemented during construction and that would be necessary to prevent pollution of the River Thames and mudflat habitats. A Construction Environmental Management Plan (CEMP) and/or suitable method statements submitted as part of the Flood Risk Activity Permit (FRAP) required for works to go ahead should be in place during construction in order to prevent pollution to ground water/surface waters and associated habitats and species. Condition wording for a CEMP can be provided on request.

Some consideration has been given to stating the pollution prevention controls proposed during operation of the new facilities on-site. Reference is made within the planning statement to containers, sealed and insulated pipes, containing spillages with regards to the silos, and licensed disposal of wastewater from bunding. It is assumed that the Environment Agency will provide comment upon the suitability of these measures in terms of pollution prevention control throughout the lifetime of the facility.

Submitted documents indicate water discharges into the River Thames are proposed and that a surface water drainage strategy has been produced to accompany the application. A suitable detailed strategy and maintenance programme should be secured in consultation with Kent County Council Flood and Water Management Team/ Environment Agency.

- *Lighting* - It is noted that additional lighting is likely to be needed on-site. There are records of bats within 1km of the site. As lighting can be detrimental to nocturnal animals, including invertebrates and bats, the recommendations from the Bat Conservation Trust and the Institution of Lighting Professionals, 'Guidance Note 08/18 Bats and Artificial Lighting', should be considered when designing any lighting scheme for the proposed development. The lighting scheme should minimise additional light spill, particularly onto the River Thames.
- *Lighting Design* - suggested condition wording (if required)

Prior to occupation an ecologically sensitive lighting plan shall be submitted to and approved in writing by the local planning authority. The plan shall:

- a) Identify any areas / features on or off site that are particularly sensitive to light disturbance for ecological features; and*
- b) Show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not have any significant effect upon biodiversity features.*

All lighting shall be installed in accordance with the specifications and locations set out in the plan, and these shall be maintained thereafter in accordance with the plan. Under no circumstances should any other lighting be installed without prior to consent from the local planning authority.

Reason: To ensure that ecological interests will be fully conserved and enhanced.

- *Ecological Enhancements* - Ecological enhancements are recommended to be included within this application in order to align with paragraph 180 of the NPPF: '...opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity...'. It is noted that no ecological enhancements have been proposed.

Ecological Enhancements – suggested condition wording:

"Prior to the completion of the development hereby approved, details of how the development will

enhance biodiversity will be submitted to, and approved in writing by, the Local Planning Authority. The approved details will be implemented and thereafter retained."

Kent County Council (Heritage and Conservation) - The site is in an area of industrial archaeological potential and the application has been submitted with a very useful cultural heritage statement (AJA 2022) which sets out the potential and known archaeological background as well as considering the impact of the proposals on the setting of nearby designated and undesignated heritage assets. I limit my comments here to archaeological issues. The area of the site appears from historic mapping, as well as an understanding of present-day topography, to have been subject to quarrying for chalk in the 19th century and possibly from the 18th century or earlier. Quarrying is very likely to have removed any existing archaeological remains and therefore the archaeological potential rests with the 19th and 20th century industrial heritage of the site. This is set out in the applicant's archaeological desk-based assessment, and I agree with the proposals for mitigation which include the following:

- 1) A photographic record of the rail tracks to be made and their location verified against historic plans and a report submitted to the Kent HER that puts the tracks in their historical context. A local museum or group of enthusiasts (such as Kent Rail) may be interested in retaining the rails themselves.*
- 2) Consideration should be given to the erection of an interpretation board that can be viewed from the public footpath on Clifton Marine Drive that sets out the industrial history of the site.*
- 3) The men who worked at the mill were called up for service in WWI and 54 did not return. A war memorial was erected to their memory on The White House which was the main office building of the paper mill. Today this house's the Applicant's office and a third floor was added in the 1990s. The building also held a memorial plaque for Alfred Harmsworth (1st Viscount Northcliffe), who died on 14th August 1922. The two plaques have been recently stolen. A replica or new version of the war memorial should be made and reinstated. The building also held a memorial plaque to 1st Viscount Northcliffe, and it may be possible to replicate this.*

In addition, there is the potential for presently unknown remains of industrial heritage to survive below ground at the site and these may be exposed by groundworks. To cover this eventuality and secure the above listed mitigation, I recommend the following condition is applied to any forthcoming consent:

- 1. No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a watching brief to be undertaken by an archaeologist approved by the Local Planning Authority so that the excavation is observed, and items of interest and finds are recorded. The watching brief shall be in accordance with a written scheme of investigation (WSI) which has been submitted to and approved by the Local Planning Authority.*

Reason: To ensure that features of archaeological interest are properly examined, recorded, interpreted and information displayed and disseminated appropriately.

- Informative: The WSI will include details for the methods to record the rail tracks, their recovery and conservation (where possible) and the approach to reporting the findings of the archaeological watching brief. The archaeological watching brief report would then contain details about the proposed information board and two replica plaques.*

Health and Safety Executive - No comments received.

Kent Fire and Rescue Service - Observations under the above enactment cannot be satisfactorily made as neither an adequate site plan demonstrating access nor a Design and Access Statement has been provided on portal to confirm said arrangements.

Applicants should be aware that in the event of planning permission being granted the Fire and Rescue Service would require emergency access, as required under the Building Regulations 2010, to be established.

Fire Service access and facility provisions are a requirement under B5 of the Building Regulations 2010

and must be complied with to the satisfaction of the Building Control Authority. A full plans submission should be made to the relevant building control body who have a statutory obligation to consult with the Fire and Rescue Service.

Kent Police - Designing Out Crime Team - No comments received.

Port of London Authority (PLA) - PLA has no in principle objection to the proposal which is line with part 5.1.35 of policy CS07 (Economy, Employment and Skills) of the adopted Core Strategy which states that development proposals facilitating the expansion of river-related employment will be supported, particularly where these involve the use of the river for transport and provide facilities intended to support the continued use of the River Thames as a major commercial waterway.

As part of the submitted transport statement, it is noted that there are no proposals to increase the frequency of deliveries of bitumen to the site via the existing jetty, although the increased storage would allow larger deliveries to take place on each occasion. If this was to result in a change in the size of vessels visiting the wharf in future, it should be confirmed whether any amendments to the berth and/or mooring arrangements would be required as a result.

Environment Agency - Revised Comments (22/03/2023) - Thank you for consulting us on the above application. We have no objection to the planning application as submitted, subject to the attached conditions being imposed on any planning permission granted.

Flood Risk - Thank you for the additional information provided, we can recommend the following planning conditions regarding flood risk.

1. Before the proposed emulsion plant, emulsion tanks and truck loading system are operational, improvements must be made to the tidal Thames flood defences in accordance with the letter by PDE Consulting Limited (named: GM.006, reference: 20/010/GM/23/006, dated: 27 February 2023, signed by: George Massingham). These improvements must include as a minimum:
 - Provide a site tidal flood defence crest level of no less than 7.00m Above Ordnance Datum.
 - A vehicle crash barrier will be constructed adjacent to the tidal flood defence in the proposed HGV parking and circulation area.
 - No part of the development will encroach closer than the distances stated in the referenced letter.

Reason: To prevent an increased risk of flooding, to ensure that the development is appropriately protected from flooding, in line with the National Planning Policy Framework (NPPF), and to enable the inspection of flood defence assets.

2. Within 3 months of completion of the tidal flood defence works, 'as built' drawings shall be provided to the Local Planning Authority and the Environment Agency.

Reason: For the avoidance of doubt, to facilitate any future flood defence intervention and to prevent an increased risk of flooding.

Flood Risk Informative - Flood Risk Activity Permit (FRAP)

The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culvert (16 metres if tidal)

- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact our National Customer Contact Centre on 03702 422 549. In preparation for the required FRAP, we would require the application to be supported by a detailed method statements.

Groundwater and Contaminated Land - Given the nature and scale of development, expanding an existing facility, with no significant deep earthworks, the proposal is acceptable in principle providing the following conditions are attached. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and we would object to the application.

1. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reasons: To protect the underlying groundwater from the risk of pollution and in accordance with the requirements of the National Planning Policy Framework (NPPF). The site could impact underlying or nearby controlled waters. National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution.

Government policy also states that planning policies and decisions should ensure that adequate site investigation information, prepared by a competent person, is presented.

2. No drainage system for the infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning Gravesham Borough Council End authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reasons: To protect the underlying groundwater from the risk of pollution and in accordance with the requirements of the National Planning Policy Framework (NPPF). The site could impact underlying or nearby controlled waters. National Planning Policy Framework (NPPF) states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution.

3. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reasons: To protect the underlying groundwater from the risk of pollution. The piling could impact underlying or nearby controlled waters by causing contamination in the ground to migrate into

groundwater or surface water by causing disturbance to existing ground and historic contamination. All storage of chemicals, fuel and oils must be undertaken in appropriate industry standard containment and secondary containment meet relevant design standards.

KCC Flood and Water Management - Having reviewed the information supplied we can confirm that the principles proposed for dealing with surface water, namely a system of attenuation with an unrestricted discharge to the neighbouring sewer system, are satisfactory. Should you be minded granting approval we would recommend that the following conditions with advisories be applied.

Advisories - The use of an unrestricted discharge rate is dependent upon Southern Water's acceptance of the proposed connection to their rising main outside of the development proposals.

We will require for it to be clearly evidenced, as part of any detailed design submission, that should tide lock occur at the final outfall the onsite drainage system can store and manage the surface water for the entire duration of the tide locked scenario without increasing the risk of flooding to or from the development.

Any work in, under, over or within 8 metres of the banks of a designated main river or the toe of a flood defence requires a Flood Risk Activity Permit (FRAP). As of 6th April 2016, the Water Resources Act 1991 and associated land drainage byelaws have been amended and flood defence consents will now fall under the Environmental Permitting (England and Wales) Regulations 2010. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

For the future design of the drainage strategy please note that as of the 10th of May 2022, the Environment Agency's climate change allowances have been updated. As part of this update, revisions have been made to the 'Peak Rainfall Intensity Allowances' that are used in applying climate change percentages to new drainage schemes. The LLFA would now seek the 'upper end' allowance is designed for both the 30 (3.3%) and 100 (1%) year storm scenarios. The latest information on the allowances and map can be found at the following link: <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>

Conditions

1. Development shall not begin in any phase until a detailed sustainable surface water drainage scheme for the site has been submitted to (and approved in writing by) the local planning authority. The detailed drainage scheme shall be based upon the Surface Water Drainage Strategy prepared by AEA dated May 2022 and shall demonstrate that the surface water generated by this development (for all rainfall durations and intensities up to and including the climate change adjusted critical 100 year storm) can be accommodated and disposed of without increase to flood risk on or off-site.

The drainage scheme shall also demonstrate (with reference to published guidance):

- that silt and pollutants resulting from the site use can be adequately managed to ensure there is no pollution risk to receiving waters.
- appropriate operational, maintenance and access requirements for each drainage feature or SuDS component are adequately considered, including any proposed arrangements for future adoption by any public body or statutory undertaker.

The drainage scheme shall be implemented in accordance with the approved details.

Reason: To ensure the development is served by satisfactory arrangements for the disposal of surface water and to ensure that the development does not exacerbate the risk of on/off site flooding. These details and accompanying calculations are required prior to the commencement of the development as they form an intrinsic part of the proposal, the approval of which cannot be disaggregated from the carrying out of the rest of the development.

2. No building on any phase (or within an agreed implementation schedule) of the development hereby permitted shall be brought into use until a Verification Report, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved by the Local

Planning Authority. The Report shall demonstrate that the drainage system constructed is consistent with that which was approved. The Report shall contain information and evidence (including photographs) of details and locations of inlets, outlets and control structures; landscape plans; full as built drawings; information pertinent to the installation of those items identified on the critical drainage assets drawing; and the submission of an operation and maintenance manual for the sustainable drainage scheme as constructed.

Reason: To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the development as constructed is compliant with and subsequently maintained pursuant to the requirements of paragraph 165 of the National Planning Policy Framework.

Southern Water - No comments received.

Kent Highways and Transportation - I refer to the above planning application and having considered the development proposals and the effect on the highway network, raise no objection on behalf of the local highway authority.

The application is supported by a Transport Statement which appears to be robust. The proposed traffic generation due to the changes is not significant and whilst the reduction in parking provision is possibly of concern (the TS indicates it is adequate) it would not be appropriate to raise an objection on highway grounds since the Kent Parking Standards (SPG4) are a maximum and therefore is deemed to be acceptable since the application justifies the revised parking numbers.

Requests imposition of standard KCC Highways Informative.

Marine Management Organisation (MMO) - No comments received.

Thurrock Borough Council - No comments received.

Ebbfleet Development Corporation - No comments received.

Publicity and Representations

The proposal has been publicised by a site and press notice as development affecting the character or appearance of a conservation area and under Article 15. Individual neighbour notification has been sent to 446 nearby homes and businesses.

Four representations/objections have been received. Comments made are:

- This will cause another unsightly mess.
- The view of the River Thames is already restricted by the tanks already in place
- Another area should be found where it wouldn't ruin the views.
- Concerned that it will trigger higher frequency of bitumen loading at the site, which smells horribly at the time of loading
- Concerned about the environmental impact of the proposal in terms of air and noise pollution, both of which stand to be seriously impacted.
- The building of the bitumen plant has already compromised the local air quality with tar particulates visibly building up on sills during shipment periods, which can only be worsened by this proposed expansion.

Officer's Analysis

Site Description

Imperial Wharf is located to the north of the adjoining Imperial Business Estate (IBE) an industrial and retail

area lying west of Gravesend Town Centre that is set at a low level within a former quarry that was once occupied by the Imperial Paper Mills. The whole Imperial Wharf site is of an irregular shape with an area of 15,616 sq. m (1.5 hectares or 3.85 acres) and it measures a maximum 55.4 metres by 38.1 metres.

The wharf includes the jetty to the river Thames, a yard/compound adjacent to the river on the west side, the White House which is a three storey office building, a two storey brick building used for offices and storage adjacent to the jetty, a series of storage tanks adjacent to the river frontage, a car parking area on the site of the former Hit and Miss Public House, an unused partly surfaced and partly overgrown area adjacent to the car park which contains some trees, and a walkway that runs to the east of the wharf and a road (being the line of the former Clifton Marine Parade).

The Imperial Wharf is owned and operated by FM Conway as a bitumen terminal which was originally commissioned in 2014. A Polymer Modified Bitumen (PMB) plant was added at the terminal in 2017. It is indicated (on the FM Conway website) that the facility has a storage capacity of over 8,000 tonnes of bitumen and an average daily supply of 500 tonnes. The company manufactures a range of aggregates, asphalt and concrete products for use on the UK's highway network as well as for other construction and maintenance projects.

The FM Conway site also includes a plot of land on West Mill which has an area of approx.0.1 hectares and which was for many years unused and overgrown but more recently has been used for storage of materials by FM Conway.

The wharf has been refurbished (2013) including the tanks adjacent to the river and the wharf is currently being used for bringing in bitumen by river for distribution by road tanker. A new terminal and loading bay has been created at the eastern end of the wharf although the terminal and works including the refurbishment of the tanks was not as a result of any grant of planning permission, such works and additional plant having been claimed to be permitted development (Part 7 of the 'GPDO' Non-domestic extensions, alterations etc. Class I – development relating to an industrial process).

Four additional bitumen storage tanks were added to the site in 2017 at the eastern end of the site for which planning permission was granted in June 2018.

The various sites are shown in the photographs from August 2022 and Google Earth 3D views (2022) below.





Proposed Development

The proposed development, as shown on Drawing Number KD.IMP. D.004, comprises of four main aspects: the two additional bitumen storage tanks/ silos; the load out gantry; the emulsion plant; and the provision of alternative car parking.

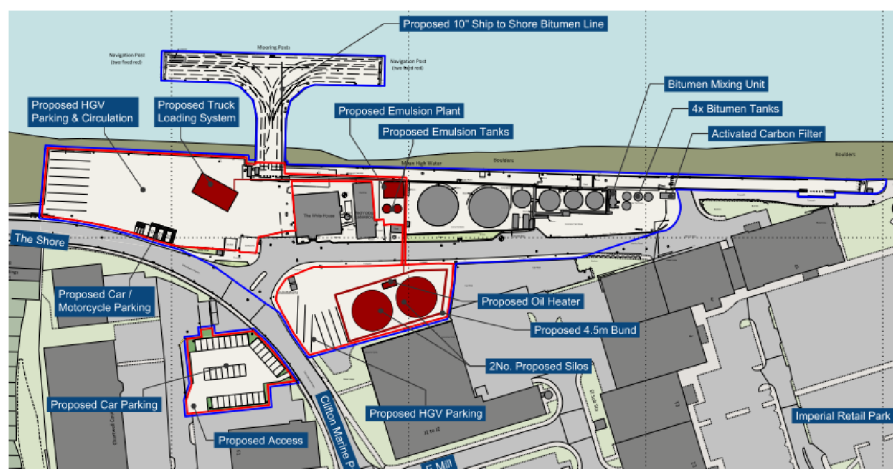
It is stated that:

The purpose of the Proposed Development is, in essence, to increase the wider facility's resilience through the provision of additional bitumen storage capacity. This will safeguard against delays in bitumen shipments and ensure a consistent supply of bitumen for the region's needs...

To facilitate the construction of the Proposed Development it will be necessary, in the first instance, to create a suitable platform within the Site for the infrastructure to be placed upon. This shall involve the minor re-profiling of the existing ground contours to those required for the development. This may necessitate the off-Site removal of a nominal amount of surplus materials which will be taken to an appropriate facility for recycling where possible.

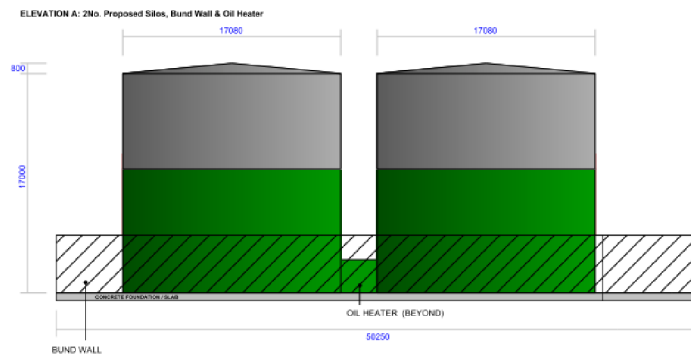
The land upon which the proposed bitumen tanks are to be constructed is to be laid to concrete hardstanding surrounded by a 4.5m high bund wall. The emulsion plant is to be housed within a container and consequently limited enabling works are required for this aspect. The main enabling works associated with the emulsion plant shall be required for the installation of the two emulsion tanks. The enabling works for the load out gantry are expected to be relatively simple and comprise of establishing the foundations upon which the gantry will sit and the installation of service media. The Site already benefits from good access and no changes are proposed in this regard.

The proposed site layout is shown in the extract plan below;



Bitumen Storage Tanks – The proposed additional storage tanks shall be equal in size to the largest tanks at the facility and the additional storage capacity equates to a working level of 3,000 tonnes of bitumen per

tank. The tanks will sit upon a sealed concrete pad surrounded by a 4.5m high bund wall. They are 17.8m high.



Alternative Car Parking – To compensate for the loss of car parking space from the area where the two new tanks are to be located, parking will be provided on land located to the west of the proposed bitumen storage tanks, on the opposite side of Clifton Marine Parade. The alternative car parking shall make provision for 36 spaces, of which three are designated disabled.

Dedicated parking provision is proposed for HGVs on land to the west of the proposed bitumen storage tanks and on land to the west of the proposed new load out gantry.

Emulsion Plant - In addition to the new bitumen storage tanks, it is proposed that a bitumen emulsion plant be constructed on land to the east of the existing Technology Laboratory.

The emulsion plant will be used to process imported bitumen in order to create an emulsion which is used during road surfacing and repairs. The emulsion is used to treat surfaces before asphalt surfacing is laid so that the asphalt can bond to the underlying or adjacent surfaces.

The emulsion plant itself will be housed within a shipping container with the bitumen emulsion produced fed into two storage tanks located adjacent to the emulsion plant where the finished product shall be stored prior to onward export via HGV.

Load Out Gantry - A new load out gantry is to be erected on land to the west of The White House. The gantry shall be used to load HGVs with bitumen products for onward distribution and shall be supplementary to the existing loading facilities which are located within the eastern part of the wider Imperial Wharf Site.

Operation of the Proposed Development - In terms of the operation of the development it is indicated:

The existing facility receives approximately two deliveries of bitumen per month from shipping tankers arriving at the facility from Continental Europe in cargoes of up to 4,000 tonnes. Unloading typically takes around 9-15 hours. It is not expected that the Proposed Development would significantly alter the number of deliveries required. The additional storage capacity simply enables the facility to accept larger deliveries of bitumen in order to increase its resilience against any delays in shipments.

Bitumen leaves the facility in dedicated road tankers with an average payload of 29 tonnes. The bitumen is consumed both by the Applicant, at its existing asphalt operations and also offered to the wider market.

With respect to HGV movements, extant planning consent places no restriction on HGV movements to and from the Site. Based upon the existing levels of trading, there are approximately 15 to 20 loads out per day (i.e., 30 to 40 HGV movements in total), however this can vary slightly. These movements are spread across the 24-hour operation of the Site.

The Proposed Development is likely to generate a modest increase in the numbers of HGVs, averaging 5 additional loads out per day (i.e., 10 total movements). This increase stems from forecast growth in bitumen

demand, with additional asphalt plants to supply as well as the export of bitumen emulsion.

Other Matters - It is indicated that operating hours are unrestricted, and this would be retained. Additional lighting will be required that can be the subject of a planning condition. In respect of employment the existing bitumen storage facility currently employs 26 full time employees working on shifts and the levels of employment at the Site are proposed to remain broadly the same as current levels in light of the proposed development.

EIA Application

An application (ref 20211383) was submitted in late 2021 seeking an EIA screening opinion in respect of a proposed future planning application for the installation of two additional bitumen tanks, load out gantry, the installation of a bitumen emulsion plant and alternative car parking.

The officer report concluded:

“The analysis and assessment of the development has shown that the proposed development would in this case not be of such a significantly greater scale or is markedly different in nature or likely to result in a high degree of contamination such that an Environmental Impact Assessment (EIA) would be required.

*It is concluded that **EIA is not required, and a negative screening opinion be issued as the development is not likely to have significant environmental effects on the environment.***

*The development **does not** constitute EIA development for a number of reasons...*

*Under the circumstances the proposed development does need to be the subject of a planning application but **does not** need to be accompanied by an Environmental Impact Assessment (EIA) as defined in the above Regulations. It is therefore not necessary to scope out the topics needed for an EIA.”*

It also concluded:

“Without the implementation of the various further assessments and mitigation measures ... it would be considered that the proposal would lead to result in significant adverse effects on the environments.”

The officer report indicated that if a planning application were to be submitted it would need to be accompanied by various assessments/reports.

The Screening Opinion was issued by the Borough Council on 20 December 2021.

Principle Considerations

The key planning and other material issues to consider in this development are:

- Conservation and Townscape Impacts;
- Amenity and Environmental Impacts;
- Health and Safety Issues;
- Drainage and Flood Risk Matters;
- Highway Impacts;
- Ecology and Biodiversity;
- Other Matters.

Conservation and Townscape Impacts

The scale, form and massing of built development in relation to the immediate surroundings, including potential impact on the nearby Lansdowne Square Conservation Area is a key issue.

The existing bitumen tanks are established in the area and this proposal will introduce no.2 additional tanks, the proposal will have limited impact on the setting of adjacent heritage assets. As illustrated in the Lansdowne Square Conservation Area Character Appraisal (see extract below) the views from the Conservation Area towards Imperial Wharf are restricted, with views being local i.e. within the Conservation Area and to and from the River. The bitumen storage tanks both proposed and existing, would only be visible from a number of limited locations such as The Shore, where the wider townscape both within Gravesham and Thurrock is seen as industrial in nature. Under the NPPF (2023) Conservations Areas are designated as heritage assets. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. However, in this instance no harm is identified to the setting of the designated heritage asset.



Source: Lansdowne Square Conservation Area Character Appraisal, 2009

It is acknowledged that the tanks and silos are large with overall heights of 14.175m and 17.8m respectively, which exceed the surrounding heights of the adjacent industrial units that have low pitched roofs. However, the new tanks would have a similar height to the existing tanks and silos on the site. As such, the new tanks would be proportionate to the existing equipment on the site and although proliferating the quantity of tanks and other paraphernalia, they would not detrimentally impact the character of area, which is industrial.

In the absence of any objections to their impact it is not considered that the scale, form and massing of built development in this application are such as to conflict with policies CS19 or CS20 of Gravesham's Local Plan Core Strategy (LPCS) (2014) in relation to visual amenity or the conservation area.

Amenity and Environmental Considerations

The Council's Regulatory Services (Environmental Protection Team) have assessed the development both following the submission of the original application and more recently in relation to the Tetra Tech air quality report and in relation to odour management.

Although there are no immediate residential neighbours to the site there are residential properties approx. 130m to the west of the site and 300m to the east of the site, some of which are elevated above the site. The existing use of the site is odorous in nature and has already impacted the surrounding residential areas including those on The Overcliffe, West Street and on Pier Road. The odour reports received were that of bitumen and the Environmental Protection Team have also identified bitumen odour in the nearby Imperial Retail Park and Asda. Therefore, the existing installation and odour control measures are not effective.

The development operates on a 24/7 basis and the type of use and the method of operation are likely to have wide ranging impacts.

The development includes an enclosed retaining bund wall (1200mm high) around the new tanks as mitigation against spillage, this is already in place around the existing tanks on the site and is considered acceptable.

The development would also include odour controls in the form of pumping through sealed and insulated pipework and Activated Carbon Filter unit, which is the odour control strategy used on the existing tanks on site. While this is positive, as highlighted previously this strategy is not sufficient and reports of odour nuisance complaints have been received by the Local Authority. As a result, the Local Authority have concerns with the odour nuisance and were not satisfied with the odour management plan. The Environmental Protection Team have produced a condition which will be attached to the decision notice, which requires the submission of a detailed odour management plan to be submitted and approved in writing by the Local Planning Authority, which reads as follows:

Prior to commissioning and operation of the new plant the applicant is required to draft and submit an odour management plan for the prevention, identification and resolution of odour impacts on the community, to the LPA for approval. It is expected that the plan include the following as a minimum, or words to affect the same outcome:

- (a) Suitable and sufficient techniques taken from the Defra Process Guidance Note 6/42 (13) for the Bitumen Processes with particular reference to sections 5.1 and 5.8 to 5.11*
- (b) Measures to ensure that once the site becomes operational there are no visible airborne emissions from any part of the plant at any time.*
- (c) There shall be no offensive odour beyond the site boundary, as perceived by GBC.*
- (d) Monitoring to identify the origin of a visible emission shall be undertaken using one or more of a variety of a number of indicative techniques.*
- (e) The plant shall be installed and operated in accordance with supplier recommendations, so as to minimise the release of odour.*
- (f) Visual checks of all locations that are potentially the source of leaks especially airborne emissions. The time, location and result of the checks, along with weather conditions such as indicative wind direction and strength, shall be recorded. The aim being to prevent any visible air borne emission from any part of the plant. For unmanned sites other suitable checks shall be implemented e.g. suitable CCTV should be installed so as to carry out daily visual checks remotely.*
- (g) Where there are problems that, in the opinion of the Council, may be attributable to the installation, such as local complaints of visual emissions or odour being detected beyond the site boundary, operations shall cease immediately and operator shall investigate the source of the odour emissions in order to find out which part of their operation is the cause.*
- (h) While problems are ongoing, a visual check shall continue to be made at least once per day, by the operator. Once the source of the emission is known, corrective action shall be taken without delay.*
- (i) Where it is installed any odour arrestment equipment shall be inspected at least once a day to verify correct operation and to identify any malfunctions. Depending upon the type of any arrestment plant used this inspection shall include the identification of any leaks in air handling equipment and ductwork. The operator shall keep records of inspections, tests and monitoring:*

- Records shall be kept on site and made available for the regulator to examine.
 - Records shall be kept by the operator for at least two years.
- (j) In the case of abnormal emissions, malfunction or breakdown leading to abnormal emissions the operator shall:
- Investigate the source of the odour emissions and undertake remedial action immediately;
 - Cease operation of the site immediately;
 - Promptly record the events and actions taken; and
 - Inform the regulator without delay.

An informative will be included on the decision notice to define the 'cease of operations' included in the above condition. This would not be the draining/emptying of the tanks but would result in the cessation of any further deliveries of bitumen and filling of any tankers.

A further condition relating to the need for a further odour survey will be attached to the decision notice:

Within three months of the completion of the development an odour survey is to be undertaken in accordance with the methodology outlined within the Odour Survey Plan produced by Tetra Tech, dated 28 April 2023, and submitted to Gravesham Borough Council for approval. The assessment shall be undertaken under conditions representative of the worst-case scenario. Should any issues be identified during the assessment, then the Operator will undertake appropriate investigation and any remedial actions intended to be undertaken shall be outlined in writing to Gravesham Borough Council and implemented as soon as practicably possible to resolve the odour impact. The odour survey shall be repeated in the event of any future justified odour complaints, with the necessary works to resolve the odour/potential odour as soon as practicably possible to resolve the matter.

There is a noise assessment submitted to detail the noise impacts from the operation (including any plant and machinery) or from HGV movements. However, given the distance to surrounding residential properties, the noise emitted from the use of the site and machinery is not considered to impact amenity. Nevertheless, a condition relating to noise levels will be attached to the decision notice.

Subject to appropriate conditions it is not considered that the development would cause significant harm to local amenity or is necessarily contrary to Policy CS19 (LPCS) or the NPPF (2023).

Health and Safety Issues

The development was the subject of consultation with the HSE, but no response was received. However, because of the nature of the development this is still a material planning consideration.

The use of the site as a bitumen plant is well established and has been in existence for a number of years, as such it is suitable and relevant health and safety standards should be upheld as part of this development.

Drainage/Flood Risk Matters

The application has been assessed by the Environment Agency in relation to flood risk, ground water contamination and contaminated land.

A formal Flood Risk Assessment has accompanied the application. The site is within Flood Zone 2 and benefits from a high standard of protection from the Thames Tidal Defences. Gravesham Policy CS18 (LPCS) prioritises the maintenance, improvement or replacement of flood defences.

The FRA concludes that the development is considered to be safe from a flood risk perspective and will not result in an increase in flood risk off-site subject to the use of flood resilient material for the bund.

It should be noted that in their consultation response the EA advise that they have no objection to the application on the matters of flood risk grounds or groundwater and contaminated land, subject to a number of conditions and informatives. Therefore, the development is considered acceptable in principle on these matters.

In relation to the surface water drainage strategy, Kent County Council (Flood and Water Management) have reviewed the proposal and confirmed that principles for dealing with surface water are satisfactory. However, Kent County Council have requested conditions be attached to the decision notice, which include a pre-commencement condition to be agreed with the agent.

Subject to appropriate conditions, the development is not considered to cause any impact on flooding or drainage matters in accordance with the NPPF (2023).

Highway Impacts

This application proposes the relocation of the existing parking area to erect the new tanks. The new parking area would be located on the western side of Clifton Marine Parade. The supporting Transport Statement highlights that, *"the existing car park provides 45 spaces. However, it was apparent that the demand remains significantly below that level based on the observed 10 vehicles parked during the site visit"* (paragraph 2.3).

Gravesham's Highways Officer has reviewed the proposal and expressed some concerns with the capacity of the new car park, compared to the existing and potential future demand. The below is taken from the consultee response:

"Looking at Google Maps the satellite image shows the car park to be well used with 38 vehicles on site. Similar results are shown for earlier street view images. On this basis there is a minimum requirement of 38 spaces, 39 allowing for the vehicle leaving and these observations on Google Maps may not be at peak demand. The application form states that 12 spaces will be lost reducing the number from 45 to 33 which is below the demand witnessed by Google Maps. I note that the application form states there are 26 existing and proposed employees, and some 15 people will be removed from the site as sub-let of some offices will cease.

"3.4 In addition to the HGV traffic, there are movements associated with staff employed on site by the Applicant (26 people) and also people travelling to and from the serviced offices let within The White House (15 people)."

It is essential that no further letting out of offices should occur to ensure there is adequate car parking provision for the use of FM Conway's staff. However, within paragraph 4.16 Alternative parking of the Planning Supporting Statement raises some concerns as it states

"4.16 To compensate for the loss of car parking space from the area where the two new tanks are to be located, parking will be provided on land located to the west of the proposed bitumen storage tanks, on the opposite side of Clifton Marine Parade. This area is already surfaced with road plainings and has historically been used for storage and additional parking as and when required. Some additional spaces will also be made available on land to the south of the new load out gantry. It is not envisaged that any significant enabling works would be required to facilitate the use of this land for car parking, save for the installation of drainage."

Which means at times the current car parking has been inadequate as parking has over spilled on occasions to the proposed parking area, with no details provided why and how often. However, for commercial properties, vehicle parking standards are maximums, and the local area has extensive waiting restrictions although some car parking can occur on Clifton Marine Parade."

Although there are concerns with the under-provision of parking for the expanded site, as set out by the

Highways Officer the parking standards for commercial properties are maximums and there is no objection. Moreover, there will be an insignificant volume of traffic generation caused as a result of this development, with any traffic generated accommodatable on the local road network. Therefore, the proposed development is considered to be acceptable in traffic and parking terms and subject to conditions is in accordance with policy.

Other Issues

Ecology and Biodiversity

It is also necessary to ensure that the development does not result in harm to marine/aquatic ecology.

Based on the plans submitted, Natural England consider that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Pollution Prevention

KCC Biodiversity have reviewed the proposal and highlighted that no details have been provided regarding pollution prevention controls to be implemented during construction, which would be necessary to prevent pollution of the River Thames and mudflat habitats. A Construction Environmental Management Plan (CEMP) and/or suitable method statements submitted as part of the Flood Risk Activity Permit (FRAP) required for works to go ahead should be in place during construction in order to prevent pollution to ground water/surface waters and associated habitats and species. The CEMP condition will read as follows:

No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The document shall be based on the submitted draft Construction, Environmental Management Plan and cover all environmental impacts from the clearance and construction phases of this development including details of the following, as well as any other measures deemed reasonably necessary:

- (a) Suitable mitigation measures to minimise noise pollution and vibration during the construction phase including the insulation of fixed plant and the silencing of vehicles and mobile machinery.*
- (b) A Dust Management Plan to minimise emissions to air and to prevent nuisance from wind-blown dust including fencing and the dampening down with water of excavated construction and cover materials on site, and other areas traversed by plant vehicles and machinery.*
- (c) A Construction Traffic Management Plan covering:*
 - Means of direct access to the site from the adjoining maintainable public highway*
 - Surface treatment of the access to avoid spill of migratory material on to the maintainable public highway.*
 - Details of numbers and routeing of construction and delivery vehicles to / from site*
 - Timing of deliveries and waste movement.*
 - Loading and unloading of plant and materials away from the maintainable public highway.*
 - Parking and turning areas for construction and delivery vehicles and site personnel.*
 - Type and location of wheel washing and chassis cleaning facilities.*
 - Temporary traffic management / signage.*
- (d) Details of the location of the proposed construction compound.*
- (e) Details of security fencing and other site security measures.*
- (f) Details of stockpile areas for building materials or for fill or removed topsoil.*
- (g) A Construction Drainage Design Plan to identify the required devices to prevent construction run off from flowing into existing drainage.*
- (h) Ecological mitigation measures.*
- (i) Measures to be undertaken to protect any public sewers and water apparatus.*
- (j) Details of vibration monitoring and mitigation during any necessary piling works.*
- (k) Details of the location, form and visual appearance of any site hoardings along road frontages and footpaths including decorative displays and facilities for public viewing, where appropriate.*
- (l) Details of pest control.*

- (m) Details of temporary construction or security lighting; and*
- (n) Monitoring and review provisions with the Local Planning Authority.*
- (o) A Community Engagement Strategy covering how local residents, community groups and businesses will be kept informed about the development and construction timetable and works taking place, until completion of the development.*

The construction of the development shall adhere at all times and be carried out in full accordance with the relevant approved document or any subsequent variations that may be approved in writing by the Local Planning Authority.

Reason: To ensure that a suitable programme of all works is set out from the commencement of development, to demonstrate that the free flow of traffic on the highway and to minimise the impact on local residents and businesses, in accordance with policies CS11, CS12 and CS19 of the Gravesham Core Strategy 2014.

There has been consideration to the pollution prevention controls proposed during operation of the new facilities on-site, through the containers, sealed and insulated pipes, containing spillages with regards to the silos, and licensed disposal of wastewater from bunding.

KCC Biodiversity did comment on the water discharges into the River Thames, which has been addressed previously in this report and will be controlled through planning conditions as suggested by the EA and KCC Flood and Water Management.

Lighting

As part of the development additional lighting would be required on the site. KCC Biodiversity have highlighted that there are records of bats within 1km of the site. As lighting can be detrimental to nocturnal animals, including invertebrates and bats, the recommendations from the Bat Conservation Trust and the Institution of Lighting Professionals, 'Guidance Note 08/18 Bats and Artificial Lighting', should be considered when designing any lighting scheme for the proposed development. The lighting scheme should minimise additional light spill, particularly onto the River Thames. As such, to ensure that a suitable lighting scheme is introduced, the following condition will be attached to the decision notice:

Prior to occupation an ecologically sensitive lighting plan shall be submitted to and approved in writing by the local planning authority. The plan shall:

- a) Identify any areas / features on or off site that are particularly sensitive to light disturbance for ecological features; and*
- b) Show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not have any significant effect upon biodiversity features.*

All lighting shall be installed in accordance with the specifications and locations set out in the plan, and these shall be maintained thereafter in accordance with the plan. Under no circumstances should any other lighting be installed without prior to consent from the local planning authority.

Reason: To ensure that ecological interests will be fully conserved and enhanced

Ecological Enhancements

KCC Biodiversity have recommended that ecological enhancements are included within this application in order to align with paragraph 180 of the NPPF (2023): '*...opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity...*'. It is noted that no ecological enhancements have been proposed and the following condition has been recommended:

“Prior to the completion of the development hereby approved, details of how the development will enhance biodiversity will be submitted to, and approved in writing by, the Local Planning Authority. The approved details will be implemented and thereafter retained.”

Archaeology

The site is in an area of industrial archaeological potential and the application has been submitted with a very useful cultural heritage statement (AJA 2022) which sets out the potential and known archaeological background as well as considering the impact of the proposals on the setting of nearby designated and undesignated heritage assets. As such Kent County Council (Heritage and Conservation) have requested that the following condition is attached:

No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a watching brief to be undertaken by an archaeologist approved by the Local Planning Authority so that the excavation is observed, and items of interest and finds are recorded. The watching brief shall be in accordance with a written scheme of investigation (WSI) which has been submitted to and approved by the Local Planning Authority.

Reason: To ensure that features of archaeological interest are properly examined, recorded, interpreted and information displayed and disseminated appropriately.

There would also be an informative attached, relating to the Written Scheme of Investigation, that reads as follows:

The WSI will include details for the methods to record the rail tracks, their recovery and conservation (where possible) and the approach to reporting the findings of the archaeological watching brief. The archaeological watching brief report would then contain details about the proposed information board and two replica plaques.

Contamination

The Council's Regulatory Services (Environmental Protection Team) have requested that a condition is attached to the decision notice relating to contamination. The conditions will read as follows:

If during construction/demolition works, evidence of potential contamination is encountered, works shall cease, and the site fully assessed to enable an appropriate remediation plan to be developed. Works shall not recommence until an appropriate remediation scheme has been submitted to, and approved in writing by, the local planning authority and the remediation has been completed. Upon completion of the building works, this condition shall not be discharged until a closure report has been submitted to, and approved in writing by, the local planning authority. The closure report shall include:

- a) Details of any sampling and remediation works conducted and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology.*
- b) Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria, together with the necessary documentation detailing what waste materials have been removed from the site.*
- c) Even if no contamination has been discovered during the build, then evidence (for example, photos or letters from site manager) to show that no contamination was discovered should be included.*

Conclusion and Planning Balance

On the matter of the principle of the development it is concluded that there is no objection overall to the use of the wharf for what is clearly a river based use, albeit that it is not a “clean” type industrial use that exists

elsewhere on the Imperial Business Park. The development provides and reinforces employment and commercial use of the site and employment would increase as a result of the expansion of the operation.

The main concern is the environmental impact of the tanks both in terms of odours and noise although it should be noted that despite very wide and extensive publicity there have been minimal local objections to the development.

There are no objections to the development in transport terms.

Although there remains some concern at the development in respect of environmental impact it is not considered that there are any overriding reasons to withhold planning permission subject to appropriate conditions.

There are no overriding material considerations that weigh against the proposals. It is considered that generally the proposals are policy compliant and accord with and not contrary to Local Plan Core Strategy policies CS03, CS07, CS11, CS18, CS19 and CS20 and therefore planning permission is recommended, subject to conditions.

Recommendation

Permission

Suggested Conditions

Standard Conditions

- Time Limit
- Approved plans

Pre-commencement

- Construction Environmental Management Plan
- Sustainable Surface Water Drainage
- Surface Water Drainage Verification Report
- Archaeological Watching Brief
- Hard Landscaping Scheme
- Car Parking Spaces

Pre-operational

- Odour Management
- Flood Risk
- Contamination
- Lighting
- Biodiversity Enhancement

Other/On-going conditions

- Piling
- Odour Survey
- Drainage System
- Use
- Noise
- Additional Lighting

The Agent has agreed all pre-commencement conditions

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mr Ethan Bonthron	Team Leader:	Mr Shazad Ghani
Signed:		Signed:	
Dated:	5 th September 2023	Dated:	11 th September 2023