# EIA Quality Mark Case Study

## Purfleet Thames Terminal

<table>
<thead>
<tr>
<th>Key Issues:</th>
<th>Purpose of the project:</th>
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<td>Understanding the baseline — as there were several extant permissions within the site, which the application sought to consolidate, it was critical to establish a common baseline especially in terms of traffic flows and the interactions with air quality and noise modelling.</td>
<td>The overall vision for the Port was to deliver ‘more of the same’: improving safety, increasing efficiency and facilitating consolidation of the existing port operations, as well as increasing the capacity of the Port. This was achieved by applying three basic principles:</td>
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<td>• Ecological Impacts arising from the loss of brownfield (open mosaic habitat) along with impacts from construction (primarily dust) and operation of the port (nitrogen deposition and lighting)</td>
<td>• Improving the internal circulation routes;</td>
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<td>• Noise Impacts arising from construction activities and operational procedures from within the port and additional operational traffic along the highway network.</td>
<td>• Reducing the reliance upon level crossings; and</td>
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<td>• Air Quality Impacts arising from the increase in HGV traffic that deliver goods to the port.</td>
<td>• Making more efficient use of land to increase capacity and upgrade the quality of the Terminal.</td>
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<td>• Consideration of neighbouring schemes of different use classes.</td>
<td>Description of the project:</td>
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<td>The site consists of an operational roll-on roll-off port, located along the northern banks of the River Thames immediately west of the Dartford Crossing. The site comprises of several inter-connected land parcels that have been developed over the life time of the port. The area is characterised by industrial and commercial development in the immediate vicinity of the site. The Site had a complex planning history with a number of extant planning permissions that had not been implemented and was located in close proximity to several sensitive environmental receptors including residential properties, air quality management areas, brown field ecological habitat and the River Thames.</td>
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Lessons learnt:

The early engagement with the EIA Team regarding the design development of the port facility was critical as it ensured that mitigation was embedded within the design, thereby avoiding potential significant adverse impacts occurring. This was especially relevant for the following:

- Sufficient space was provided for a noise barrier which avoided the loss of an existing tree belt that provided visual screening of the port from residential properties.
- A lighting design that minimised light spill onto the tidal mud flats;
- A construction programme that avoided impacts on migrating birds;
- The consideration of an adjacent existing and proposed residential development influenced the location and design treatment of a port structure, ensuring a smooth transition.

Lessons learnt continued:

Baseline Scenario

It was critical that the traffic, noise and air quality specialists input into the traffic modelling parameters and assumptions. This was especially important considering the baseline assumptions which including extant planning permissions within the site. Early engagement from the specialists avoided abortive traffic modelling and programme delay as the traffic data was sound for all three technical disciplines when issued.

Engagement with Stakeholders

Proactive and early engagement with the Environmental Health Officer, Ecological Officer and Natural England was vitally important to agree the assessment methodology, baseline information and discuss emerging mitigation principles. The early engagement allowed sufficient time for further refinement and data gathering within the project programme and reduced the risk for requests for further information following the submission of the planning application.

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