

## Purfleet on Thames Community Forum

### Meeting Minutes 26<sup>th</sup> July 2016

1. John Rowles welcomed everyone to the meeting.
2. Apologies were received from Jason Tuvey.
3. Minutes from the meeting on 31<sup>st</sup> May 2016 were agreed and signed off by Chair John Rowles and Vice-Chair Gareth Davies.
4. Matters arising - deferred to AOB.
5. C.RO Ports presented their Thames Terminal Site expansion plans.  
The port handles three types of cargo – trailers, cars and vans, and containers. The intention is to increase capacity, improve efficiency and safety and by so doing will create approximately 265 additional jobs. The plan includes creating a four-lane private bridge over the railway, two lanes for port traffic and two lanes for Unilever and other business users. This will provide the port with unhindered movement around the various sections of their site, apart from one car storage area which is only accessible off of London Road via the Paper Mill site entrance. This means car transporters and drivers' vans will have to travel backwards and forwards along London Road between the port and the Paper Mill entrance.  
Esso is a separate site and is not included in these proposals.  
Better access to the local road network is required so the intention is to build a new roundabout just off of Stonehouse roundabout to gain access to the private bridge along with entry to the port. There will be four entry lanes and two exit lanes (reducing to one lane approaching the roundabout), along with port security gates, at the rear of Jarrah Cottages which will solve the problem of queueing lorries on London Road.  
Land has been acquired from Unilever and their intention is to place a 6 storey/10,000 cars car park south of the railway line, a second car deck on the Paper Mill site (Cobelfret is the freeholder) and a potential third car deck close to the new roundabout.  
Current vessels are to be replaced with larger ones, and extra pontoons put along the river frontage.  
Outline planning has been obtained, the port is aware of their borders with residents and a recreational area, and will give due consideration e.g. planting/creating green screens, and also proposes to improve landscaping at the entrance to Purfleet.  
They are also owners/operators of an overflow site in Dartford, where currently 7,500 Mercedes are stored. All these vehicles could be accommodated within one of the new car decks and thereby make their operation much more efficient and negate the need of an overflow site. The reduction of these vehicles travelling between Essex and Kent will be taken into account within the traffic assessment.  
Timeline:  
The formal application will be filed November this year at which time a formal consultation will have to take place. Roundabout and bridge applications will be made this year, followed by a 16 week determination period. March/April 2017 it will be known if they can build the roundabout and/or the bridge, and this will be implemented as soon as possible. The remaining plans will be staggered over a ten year period according to business requirements.

Comments/questions from the floor:

Trevor – this is a large development both land and water side and with the intention of using larger vessels and additional pontoons the land must be a restrictive factor with almost double the number of movements being anticipated.

Claire – the new roundabout will give port traffic priority over local residents on London Road - along with the proposed increase in the number of lorries this will be detrimental to residents - why can't you put in a feeder road rather than a roundabout?

Response – technical reply given as to why the roundabout has to be placed where shown on the plan, and that a traffic assessment will be undertaken which would include the planned regeneration within Purfleet and the new Lakeside extension. This assessment would have to prove that problems would not be created on the network.

Ian – unhappy that port traffic would have priority on the proposed roundabout. Queueing lorries are not so much due to the railway crossing, but down to security.

Currently the first floor view from Jarrah looks into trees. What proposals are in place so that the car park, 20m high, behind Jarrah would not be visible?

Response – Improve current trees/vary height of the building – the port is aware of the issue, it is a main conflict concern for them. Proposals will be present to the Council re noise/air quality monitoring.

Chris – what is going to happen about increased noise levels if there are two additional pontoons closer to the town centre as well as an extra jetty proposed in front of the Paper Mill? It is already noisy with slamming car doors and horns heard by residents on Beacon Hill. The river front is being opened up, will that be affected?

Response – there will be an environmental impact assessment which will demonstrate how increased activity generates noise levels, this will also take into account wind direction/number of days the wind blows in a particular direction affecting x number of people. Cars are the least noisy activity carried out by the port. A specialist will create a full report for the application. The footpath will be kept open.

Gareth – an internal road to take traffic off of London Road has been discussed for over twenty years. The one negative is the six storey car deck by the residential area, this should only be a four deck, but really all decks ought only be four high.

John – how will the residents benefit from this scheme?

Response – Unlock traffic issues, provide jobs.

It was asked whether Purfleet residents would be given priority for the new jobs, but the response was, that by law, no this would not happen.

6. AOB  
Community Hub, River Court, opening first week in September – looking for volunteers, if interested contact John Rowles.  
Fete at St Stephen's this Sunday.  
Purfleet Regeneration will be launching their master plan in September.
7. Next meeting 27<sup>th</sup> September 2016.