

Thurrock: A place of opportunity, enterprise and excellence, where individuals, communities and businesses flourish

Planning Committee

The meeting will be held at **7.00 pm** on **27 July 2017**

Council Chamber, Civic Offices, New Road, Grays, Essex, RM17 6SL.

Membership:

Councillors Tom Kelly (Chair), Steve Liddiard (Vice-Chair), Colin Churchman, Graham Hamilton, Roy Jones, Tunde Ojetola, Terry Piccolo, Gerard Rice and Graham Snell

Steve Taylor, Campaign to Protect Rural England Representative

Substitutes:

Councillors Martin Kerin, Brian Little, David Potter, Joycelyn Redsell and Kevin Wheeler

Agenda

Open to Public and Press

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3 Item of Urgent Business	
To receive additional items that the Chair is of the opinion should be considered as a matter of urgency, in accordance with Section 100B (4) (b) of the Local Government Act 1972.	
4 Declaration of Interests	
5 Declarations of receipt of correspondence and/or any	

meetings/discussions held relevant to determination of any planning application or enforcement action to be resolved at this meeting

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| | <p>The Planning Committee may allow objectors and applicants/planning agents, and also owners of premises subject to enforcement action, or their agents to address the Committee. The rules for the conduct for addressing the Committee can be found on Thurrock Council's website at https://www.thurrock.gov.uk/democracy/constitution Chapter 5, Part 3 (c).</p> | |
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Queries regarding this Agenda or notification of apologies:

Please contact Lottie Raper, Senior Democratic Services Officer by sending an email to Direct.Democracy@thurrock.gov.uk

Agenda published on: **19 July 2017**

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DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF

Breaching those parts identified as a pecuniary interest is potentially a criminal offence

Helpful Reminders for Members

- *Is your register of interests up to date?*
- *In particular have you declared to the Monitoring Officer all disclosable pecuniary interests?*
- *Have you checked the register to ensure that they have been recorded correctly?*

When should you declare an interest *at a meeting*?

- **What matters are being discussed at the meeting?** (including Council, Cabinet, Committees, Subs, Joint Committees and Joint Subs); or
- If you are a Cabinet Member making decisions other than in Cabinet **what matter is before you for single member decision?**



Does the business to be transacted at the meeting

- relate to; or
- likely to affect

any of your registered interests and in particular any of your Disclosable Pecuniary Interests?

Disclosable Pecuniary Interests shall include your interests or those of:

- your spouse or civil partner's
- a person you are living with as husband/ wife
- a person you are living with as if you were civil partners

where you are aware that this other person has the interest.

A detailed description of a disclosable pecuniary interest is included in the Members Code of Conduct at Chapter 7 of the Constitution. **Please seek advice from the Monitoring Officer about disclosable pecuniary interests.**

What is a Non-Pecuniary interest? – this is an interest which is not pecuniary (as defined) but is nonetheless so significant that a member of the public with knowledge of the relevant facts, would reasonably regard to be so significant that it would materially impact upon your judgement of the public interest.

Pecuniary

If the interest is not already in the register you must (unless the interest has been agreed by the Monitoring Officer to be sensitive) disclose the existence and nature of the interest to the meeting

If the Interest is not entered in the register and is not the subject of a pending notification you must within 28 days notify the Monitoring Officer of the interest for inclusion in the register

Unless you have received dispensation upon previous application from the Monitoring Officer, you must:

- Not participate or participate further in any discussion of the matter at a meeting;
- Not participate in any vote or further vote taken at the meeting; and
- leave the room while the item is being considered/voted upon

If you are a Cabinet Member you may make arrangements for the matter to be dealt with by a third person but take no further steps

Non- pecuniary

Declare the nature and extent of your interest including enough detail to allow a member of the public to understand its nature



You may participate and vote in the usual way but you should seek advice on Predetermination and Bias from the Monitoring Officer.

Vision: Thurrock: A place of **opportunity**, **enterprise** and **excellence**, where **individuals**, **communities** and **businesses** flourish.

To achieve our vision, we have identified five strategic priorities:

1. Create a great place for learning and opportunity

- Ensure that every place of learning is rated “Good” or better
- Raise levels of aspiration and attainment so that residents can take advantage of local job opportunities
- Support families to give children the best possible start in life

2. Encourage and promote job creation and economic prosperity

- Promote Thurrock and encourage inward investment to enable and sustain growth
- Support business and develop the local skilled workforce they require
- Work with partners to secure improved infrastructure and built environment

3. Build pride, responsibility and respect

- Create welcoming, safe, and resilient communities which value fairness
- Work in partnership with communities to help them take responsibility for shaping their quality of life
- Empower residents through choice and independence to improve their health and well-being

4. Improve health and well-being

- Ensure people stay healthy longer, adding years to life and life to years
- Reduce inequalities in health and well-being and safeguard the most vulnerable people with timely intervention and care accessed closer to home
- Enhance quality of life through improved housing, employment and opportunity

5. Promote and protect our clean and green environment

- Enhance access to Thurrock's river frontage, cultural assets and leisure opportunities
- Promote Thurrock's natural environment and biodiversity
- Inspire high quality design and standards in our buildings and public space

Minutes of the Meeting of the Planning Committee held on 22 June 2017 at 7.00 pm

Present: Councillors Tom Kelly (Chair), Steve Liddiard (Vice-Chair), Colin Churchman, Graham Hamilton, Roy Jones, Tunde Ojetola, Terry Piccolo, Gerard Rice and Graham Snell

Steve Taylor, Campaign to Protect Rural England Representative

In attendance: Andrew Millard, Head of Planning & Growth
Matthew Ford, Principal Highways Engineer
Matthew Gallagher, Principal Planner
Jonathan Keen, Principal Planner
Leigh Nicholson, Development Management Team Leader
Chris Purvis, Principal Planner (Major Applications)
Sarah Williams, School Capital and Planning Project Manager
Charlotte Raper, Senior Democratic Services Officer

Before the start of the Meeting, all present were advised that the meeting may be filmed and was being recorded, with the audio recording to be made available on the Council's website.

1. Minutes

The minutes of the meeting of the Planning Committee held on 18 May 2017 were approved as a correct record.

2. Item of Urgent Business

There were no items of urgent business.

3. Declaration of Interests

Councillors Snell, disclosed non-pecuniary interests regarding Item 9: 15/01354/OUT: Land Part of Little Thurrock Marshes, Thurrock Park Way, Tilbury, in that his Party had presented a petition against the development however they had not signed it personally and confirmed they were of an open mind. He had also received emails in objection but had not read or responded.

Councillor Jones disclosed non-pecuniary interests regarding Item 9: 15/01354/OUT: Land Part of Little Thurrock Marshes, Thurrock Park Way, Tilbury, in the same way as Councillor Snell.

Councillor Hamilton also disclosed the same non-pecuniary interests regarding Item 9: 15/01354/OUT: Land Part of Little Thurrock Marshes, Thurrock Park Way, Tilbury.

Councillor Liddiard disclosed non-pecuniary interests regarding Item 9: 15/01354/OUT: Land Part of Little Thurrock Marshes, Thurrock Park Way, Tilbury that was much the same as the Councillors before him.

4. Declarations of receipt of correspondence and/or any meetings/discussions held relevant to determination of any planning application or enforcement action to be resolved at this meeting

The Chair advised that he had received emails from residents but had not responded to them. He had received an email regarding Item 11: 17/00443/TBC: Car Park, Calcutta Road, Tilbury, Essex, RM18 7QA regarding loss of light.

Councillor Rice confirmed he had received emails regarding Items 9: 15/01354/OUT: Land Part of Little Thurrock Marshes, Thurrock Park Way, Tilbury and 10: 17/00470/FUL: 3 Longley Mews, Grays, Essex, RM16 3AG.

Councillor Churchman informed the Committee that he had received email correspondence regarding Item 9: 15/01354/OUT: Land Part of Little Thurrock Marshes, Thurrock Park Way, Tilbury.

Councillor Piccolo stated that he had received emails regarding Items 9: 15/01354/OUT: Land Part of Little Thurrock Marshes, Thurrock Park Way, Tilbury, 11: 17/00443/TBC: Car Park, Calcutta Road, Tilbury, Essex, RM18 7QA.

Councillor Ojetola confirmed he had received emails regarding Items 9: 15/01354/OUT: Land Part of Little Thurrock Marshes, Thurrock Park Way, Tilbury and 10: 17/00470/FUL: 3 Longley Mews, Grays, Essex, RM16 3AG.

5. Planning Appeals

The report provided information regarding planning appeals performance.

Councillor Ojetola asked for some context regarding the statistics within the main body of the report. 41.6% of appeals had been allowed; he queried how that compared to the Key Performance Indicator (KPI). The Committee was advised that there was no longer a KPI in place however the previous KPI had been 31% and that still served as a useful benchmark.

Councillor Rice referred to section 3.3 of the report, Application No: 16/00941/CONDC and recalled that the site had stood empty for some time. The real question was when Thurrock would start to see homes there. Members heard that if the appeal was dismissed the applicant would have to bring another application to the Planning Department but at present it was a

matter of waiting for the correct process. It was confirmed that the conditions had not been discharged properly and this was a matter for the Planning inspectorate to consider.

RESOLVED:

The Committee noted the report.

6. 16/01726/REM: Former Ford Motor Company, Arisdale Avenue, South Ockendon, Essex, RM15 5JT

The application sought approval of reserved matters for Phase 3 of the project, comprising of 113 residential dwellings, new public open space, car parking and associated infrastructure. The Principal Planner's presentation clarified the drawing number changes and the additional condition [number 7] regarding the siting of the proposed dwelling on plot 109 being set further back into the site to achieve visibility splays on this road corner in this part of the site.

Councillor Piccolo sought clarification regarding the previous application 17/00029/NMA to remove the requirement to comply with the Code for Sustainable Homes. This had been approved, due to the code having been rescinded nationally by the Government and therefore not required for Phase 3. The final affordable homes provision would be dependent upon viability.

Councillor Ojetola asked what the impact of all phases together would be upon the highways network. A Transport Assessment had been undertaken when the original outline application had been submitted and was deemed to be acceptable. The applicant had also made financial contributions to improve the junction as it would be severely affected.

Councillor Rice asked officers to confirm the affordable housing provision. The provision was subject to another application as required as part of the Section 106 agreement to the outline permission, which required a minimum of 10% provision for affordable housing.

Councillors raised concerns regarding the parking provision. The Chair agreed that it seemed insufficient, however as it met the Council's standard perhaps the standard should be addressed and the application could not be penalised. Members queried whether Phases 1 and 2 had highlighted any problems. It was confirmed that officers were investigating a controlled parking zone scheme to be introduced next year at residents' request. Phases 1 and 2 included parking on adopted highways. There had been some complaints around commuter parking and HGV parking. Phase 3 would include off-street parking in curtilages to reduce the reliance on parking courts and parking on highways, and increased visitor spaces.

Councillor Piccolo queried section 6.24 of the application, as the figures did not correspond. It was clarified that there would be 11 flats units, with 8 in block B and 3 in block D.

It was proposed by the Vice-Chair and seconded by Councillor Jones that the application be approved, subject to conditions, as per the Officer's recommendation.

For: Councillors Tom Kelly (Chair), Steve Liddiard (Vice-Chair), Colin Churchman, Graham Hamilton, Roy Jones, Tunde Ojetola, Terry Piccolo, Gerard Rice and Graham Snell.

Against: (0)

Abstain: (0)

RESOLVED:

That the application be approved, subject to conditions.

7. 15/01354/OUT: Land Part of Little Thurrock Marshes, Thurrock Park Way, Tilbury

The Principal Planner (Major Applications) advised that there had been 2 late letters of objection received, including one from Essex Field Club who wished the site to be designated as a local wildlife site and objected to the proposed mitigation measures. The second letter was from a resident, reiterating existing objections. The Officer confirmed that there had been no habitat survey undertaken to determine if the site qualified for local wildlife site designation.. The application sought outline planning permission for the development of 13.11 ha of land, providing up to 280 residential units, a community facility and commercial floorspace with associated landscape, flood improvement and access works. The site lay within the Green Belt and the development was deemed to be inappropriate and therefore harmful in principle and harmful to openness. Members were advised that it was for them to assess whether the very special circumstances put forward by the applicant clearly outweighed that harm.

Councillor Ojetola referred to previous applications nearby whereby land had been taken out of the Green Belt for development purposes. He queried whether any compensation had been made elsewhere to replenish the Green Belt loss at the time, and it was confirmed that there had been no compensation of Green Belt.

It was clarified that Section 4.3 should have read "These letters include responses from Councillors Aker, Gledhill and Okunade."

Officers had tried to be consistent with previous applications and appeal decisions in their assessment of the weight to be afforded to the case for very special circumstances. Section 2.25 of the report highlighted 4 factors which were considered to amount to very special circumstances when a previous application was approved on part of the site in 2009 and these factors were given to provide some background.

Councillor Rice asked whether, as a Local Authority, Thurrock had enough land for the 5 year housing supply. Section 6.34 of the report confirmed that Thurrock did not have a 5 year supply. He then asked whether the previously approved application had been for the entirety of the site. The previous permission had proposed development of 3.8 ha with 9.6 ha to remain open.

Members were concerned as to liability for costs if they were mindful to refuse. The Committee was assured that inappropriate development of the Green Belt was a material consideration and therefore it would not be problematic, although Officers considered that the issues of ecology, flood risk and highways impact were acceptable subject to mitigation and therefore should not form a reason for objecting to the proposals.

Councillor Hamilton referred to the watercourses on the site, and asked if they were incorporated to the best of the applicant's ability. The existing watercourse was designated a main river and therefore had a formal status and served a drainage purpose. The applicant had submitted an addendum to the Flood Risk Assessment ensuring this watercourse was properly modelled. New ditch sections were also proposed for surface water attenuation. It was queried whether there would be further ecology considerations. The Committee heard that the site had been promoted as a potential local wildlife site but no formal survey had been undertaken to assess its suitability for such designation. There would be mitigation in terms of replacement habitat as part of the landscaping proposals.

Councillor Snell expressed concern that there were various types of flooding; he sought confirmation that there would be mitigation other than raising the land level, to defend against rising water. Whilst the site was in the high risk flood zone it did not form part of the functional floodplain. The land would be raised to level of roughly 2.03m above sea-level to take the site above the level of a 1 in 200 year flood event. The ditch areas would also provide surface water attenuation. It was stressed that these changes would also not cause any increased risk to existing properties in the area.

Councillor Jones queried how close to residential properties the industrial units would be. Section 6.107 outlined a minimum separation of 65m.

The Chair raised concerns around traffic access to the site. A Transport Assessment had been undertaken of the Churchill Road access point. It was estimated that there would be approximately double the amount of vehicles at peak times, however the relative flow capacity did not exceed the parameters for intervention. There would be a condition that no construction traffic could access the site via Churchill Road, all construction vehicles would travel via the existing industrial park.

The Vice-Chair enquired as to proposals for cycle and footpaths. There was an obligation to create a cycle link between Churchill Road and the A1089 and two locations had been identified for bridge links. There would be street lit links on low-traffic routes.

Councillor Jones highlighted the low parking provision per unit. Condition 24 would ensure that the provision was in line with the Council's most recent draft standards.

Councillor Piccolo was cautious that a road link between two towns seemingly mitigated merging via Green Belt development and the time-limits which meant that part of the case for very special circumstances could be weakened. The officer advised that a non-standard time limit condition could be considered.

The Chair invited a resident, Tony Coughlin, to the Committee to present his statement of objection.

The Ward Councillor, Councillor Okunade, was invited to present her statement of objection.

The agent, Ben Rogers, was invited to the Committee to present his statement of support.

The Chair advised Members that harm to the Green Belt was a material consideration and therefore they should not be concerned with costs at appeal, but should simply consider the application before them. He felt that the proposal was of high quality design, and were the site not located on Green Belt it would be readily approved. He had some personal concerns regarding access, however Officers had advised they were not considered to be a problem and he accepted their professional guidance.

Councillor Ojetola expressed concern that there would be many more applications for developments on the Green Belt to come. He agreed that the design was promising but the issue was whether the very special circumstances clearly outweighed the harm to the Green Belt. He was still concerned that they did not.

Councillor Rice felt that given the dire need for housing it was inevitable that eventually some Green Belt land would need to be released. There were no objections from statutory organisations such as Highways England and the Environment Agency which, mixed with the proposed contribution of almost 300 homes, tipped the balance for him to be inclined to approve the application.

Councillor Piccolo referred to the list of very special circumstances and though the 5 year supply had been given "significant weight" Members had been advised that that alone could not be considered to outweigh harm to the Green Belt. The remaining factors seemed rather weak and he reminded Members that the financial contribution would not go towards existing shortfalls but to mitigate the impact of the development. He understood there was a need for more homes in Thurrock, but was concerned that the special circumstances seemed very limited and it would set a dangerous precedent for the future.

Councillor Hamilton echoed this concern regarding setting a precedent. Since the Green Belt would not be replenished it would be the start of its erosion.

The Committee agreed to suspend standing orders at 21:18.

Councillor Snell referred to section 6.39 whereby the Secretary of State had re-affirmed that the issue of housing delivery alone could not justify inappropriate development of the Green Belt. Since it was the only factor given “significant weight” he felt the bar would be set far too low and it would be very difficult to refuse future applications. There had been reference to improving the habitat for ecology but he expressed concern for the local residents. The site currently served as a buffer between residential and commercial sites, and the timeframe suggested 18 months simply to raise the land, then there would be piling and then construction. It was a very long time for residents to be so disrupted. He understood the need for housing in the borough however, even with the impressive design, there was not enough to warrant building over the Green Belt.

The Vice-Chair stated that every week within his ward he was contacted by people who had been made homeless, including young families. He agreed that preservation of the Green Belt was important and the decision would be difficult but his priority was helping those in need of housing in Thurrock.

Councillor Churchman agreed; the application was recommended for approval and while the Green Belt was important, housing residents was also a priority.

Councillor Jones was concerned that the focus for Local Authorities had become focused on how many houses they were expected to build, even by Government directives, but there had to be a balance. The Green Belt acted as buffer zone and if one application began to erode that it would surely continue.

Councillor Piccolo referred to the commercial aspect of the proposal. It had been suggested that the recent Amazon site would provide more vacancies than the number of unemployed people within Thurrock; therefore he would disallow that aspect as there was no shortage. The development itself was well designed but the principal of approving inappropriate development of the Green Belt, especially with such limited very special circumstances, would effectively leave the Green Belt open to any future applications.

Councillor Ojetola referred again to the list of very special circumstances and assessed that there were more with “limited” or “no weight”. The Committee had refused similar applications and he could not support this application.

The Campaign to Protect Rural England Representative wished to draw Members’ attention to two points. The Green Belt served to prevent urban sprawl, and this application would set the precedent of a “creeping” urban sprawl. There were subjective words to consider; any mitigation should

“clearly” outweigh the harm to the Green Belt and there seemed to be little clarity that it did.

The application was recommended for approval, subject to referral to the Secretary of State, the completion of a s106 legal agreement and conditions. The Chair put it to the vote.

For: Councillors Tom Kelly (Chair), Steve Liddiard (Vice-Chair), Colin Churchman and Gerard Rice.

Against: Councillors Graham Hamilton, Roy Jones, Tunde Ojetola, Terry Piccolo and Graham Snell.

Abstained: (0)

The Head of Planning and Growth quoted Chapter 5, Part 3, Point 7 of the Council’s Constitution: “Decisions contrary to Officers recommendations and/or the Development Plan” for the benefit of residents within the public gallery. It was considered that the requirements of 7.2 (a to c) had been met and that the arguments against the recommendation were not tentative. The application could therefore be determined at the meeting.

It was proposed by Councillor Ojetola and seconded by Councillor Snell that the application be refused on Green Belt grounds.

For: Councillors Graham Hamilton, Roy Jones, Tunde Ojetola, Terry Piccolo and Graham Snell.

Against: Councillors Tom Kelly (Chair), Steve Liddiard (Vice-Chair), Colin Churchman and Gerard Rice.

Abstained: (0)

RESOLVED:

That the application be refused.

8. 17/00470/FUL: 3 Longley Mews, Grays, Essex, RM16 3AG

The Principal Planner advised that the application sought permission for an extension and dormer to convert a garage to a self-contained annex. The site lay within the Green Belt and the dwelling had already been extended by the maximum amount allowed under Policy PMD6 of the Core Strategy.

The proposed floorspace was the same as a previous application which was refused and dismissed at appeal in February 2017. The flat roof design was also considered to be contrary to Policies PMD2 and CSTP22 of the Core Strategy, which sought to ensure high quality design in all new developments.

Councillor Snell asked Officers to confirm that the applicant would have understood that the previous extension was likely to be the maximum allowance. Officers confirmed that a previous, larger application had been refused on floorspace and the proposal did not address this issue. Members were reminded also that the proposed floorspace was identical to a recently refused application.

The Chair invited the agent, Stuart Light, to the Committee to present his statement of Support.

Councillor Ojetola asked whether the Planning Inspectorate had rejected evidence of ill-health or whether they had not seen it. The Principal Officer advised that the issue of health had been considered by the Inspectorate. Councillor Ojetola asked whether the previous application and Planning Inspectorate's decision should be taken into consideration. The Head of Planning and Growth confirmed that it was a material consideration; there was precedent of an identical application having been refused.

A site visit, so that Members could assess the real-life impact of the additional 8ft, was proposed by Councillor Rice and seconded by the Vice-Chair.

For: Councillors Steve Liddiard (Vice-Chair), Colin Churchman, Graham Hamilton, Tunde Ojetola, Terry Piccolo and Gerard Rice.

Against: Councillors Tom Kelly (Chair), Graham Snell and Roy Jones

Abstain: (0)

RESOLVED:

That the application be deferred for a site visit.

9. 17/00443/TBC: Car Park, Calcutta Road, Tilbury, Essex, RM18 7QA

The Principal Officer advised that the application sought planning permission for 35 units, comprising a mixture of three and four storey buildings, provision of car parking and communal facilities, refuse and cycle stores, associated landscape proposals and formation of a new public square. The development would provide 100% affordable housing for over 55s, specifically designed to meet requirements of the Council's waiting list.

The Vice-Chair advised that residents within his ward were excited about the development. He asked whether the cycle storage would accommodate mobility scooters, and provide a power supply. Members heard there were 22 bays outlined for scooter parking.

Councillor Jones referred to concerns regarding the height of the building and proximity to an existing care home. The Officer advised that there was a

significant distance between the two sites and the height difference was acceptable.

Councillor Piccolo queried ownership of the alleyway behind the development, and responsibilities regarding fly-tipping. It was confirmed that the alleyway would be retained by current residents, allowing continued access to their properties. The responsibility for the alleyway would remain as presently.

Councillor Ojetola queried the level of parking. He asked whether parking would be restricted and what provision there was for visitors. The Principal Planner advised there would be an access gate for security purposes which would restrict parking. The Principal Highways Engineer advised that a parking scheme in Calcutta Road was currently under investigation at the request of local residents. There were also plans to increase off-street parking in Tilbury. The Vice-Chair interjected that HAPPI developments were designed for wheelchair users, vulnerable residents and it would be surprising if all the residents had cars.

Councillor Hamilton raised the issue of overlooking regarding properties on Toronto Road. The Principal Planner advised there was a condition for screens to be built to prevent overlooking from the public walkway towards the back of Toronto Road properties that many properties overlooked the communal garden and the properties closest to Toronto Road had south-facing balconies. It was queried by Members whether trees might be planted to further mitigate, the Principal Planner advised that due to the proximity to the boundary tree-planting would be difficult, however there were no specific concerns.

The Chair invited a resident, Mr Trew, to the Committee to present his statement of support.

The agent, Marion MacCormick was invited to present her statement of support.

The Chair queried the impact on residents in Toronto Road, such as proximity, overlooking and loss of light. The Committee heard that the units did not face directly onto the gardens and that there would be screens along walkways to mitigate. Units were a satisfactory distance from the existing properties and there was negligible impact in terms of loss of light.

Councillor Liddiard agreed that he would be somewhat concerned about overlooking, but the balconies faced Calcutta Road, not Toronto Road. The development was an ideal location for elderly residents, as it was 100 yards from shops and there were good bus links.

The Campaign to Protect Rural England Representative sought clarification as to the walkway on the northern face of the properties. It was confirmed that this would be the entry into properties, it would be slightly open but there would be screening.

Councillor Piccolo expressed his view that he might be more concerned if the properties were for families with young children, or teenagers, but given these were specifically for over 55s it was hoped all residents, new and existing, would have respect for their neighbours.

The Chair asked whether there was any requirement for the windows overlooking the communal garden to be screened. The view was not deemed harmful due to the positioning, however Condition 6 could be amended to be more explicit regarding the proposed windows.

The application was recommended for approval, subject to conditions. The Chair put it to the vote.

For: Councillors Tom Kelly (Chair), Steve Liddiard (Vice-Chair), Colin Churchman, Graham Hamilton, Roy Jones, Tunde Ojetola, Terry Piccolo, Gerard Rice and Graham Snell.

Against: (0)

Abstain: (0)

RESOLVED:

That the application be approved, subject to conditions, as per the Officers' recommendation (subject to amending condition 6 (windows on rear facing elevation) and 11 (access gate to carpark)).

The meeting finished at 10.38 pm

Approved as a true and correct record

CHAIR

DATE

Any queries regarding these Minutes, please contact Democratic Services at Direct.Democracy@thurrock.gov.uk

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27th July 2017	ITEM: 6
Planning Committee	
Planning Appeals	
Wards and communities affected: All	Key Decision: Not Applicable
Report of: Leigh Nicholson, Development Management Team Leader	
Accountable Head of Service: Andy Millard, Assistant Director - Planning and Growth	
Accountable Director: Steve Cox, Director of Environment and Place	

Executive Summary

This report provides Members with information with regard to planning appeal performance.

1.0 Recommendation(s)

1.1 To note the report

2.0 Introduction and Background

2.1 This report advises the Committee of the number of appeals that have been lodged and the number of decisions that have been received in respect of planning appeals, together with dates of forthcoming inquiries and hearings.

3.0 Appeals Lodged:

3.1 **Application No:** 17/00061/HHA

Location: 9 Palmerston Road, South Stifford, Grays

Proposal: Two storey side extension.

- 3.2 **Application No: 16/01627/HHA**
Location: 2 Cherry Down, Grays
Proposal: Double storey side extension.
- 3.3 **Application No: 16/01683/HHA**
Location: 50 Crofton Road, Grays
Proposal: Retrospective application for reconfiguration of front dormers from approved application 16/00153/HHA.
- 3.4 **Application No: 16/00593/FUL**
Location: Church Road, Rigby Gardens, Chadwell St Mary
Proposal: Demolition of the existing pre fabricated concrete church hall and the construction of 4 three bedroom and 2 two bedroom houses with associated parking and landscaping
- 3.5 **Application No: 15/01348/OUT**
Location: 2 Hill Cottages, Stifford Hill, North Stifford, Grays
Proposal: Replace existing building with new single storey bungalow to rear of plot. With separate access and dividing wall to separate plots.
- 3.6 **Application No: 17/00067/FUL**
Location: Cameo Cards, 17 Grover Walk, Corringham, SS17 7LP
Proposal: Change of use from A1 to A3
- 3.7 **Application No: 17/00113/HHA**
Location: 9 Marie Close Corringham Essex SS17 9EX
Proposal: Erection of outbuilding.

4.0 Appeals Decisions:

The following appeal decisions have been received:

4.1 Application No: 16/01653/HHA

Location: 6 Marram Court, Grays, Essex ,RM17 6UA

Proposal: Single/double storey side extension.

Decision: Appeal Allowed

Summary of decision:

- 4.1.1 This application was rejected by the Council because the proposal failed to comply with the criteria within Annexe A1 of the Thurrock Local Plan 1997 by virtue of the scale, width, design and siting of the extension close to the boundary.
- 4.1.2 In determining the appeal the Inspector considered the main issue to be the effect of the proposed development on the character and appearance of the surrounding area.
- 4.1.3 The Inspector noted that the proposal was in conflict with Annexe A1 but also observed other similar extensions in the location which weighed in favour of the proposal. The Inspector took the view that there was sufficient space to the side and around the property to make the development acceptable.
- 4.1.4 The full appeal decision can be found [here](#)

4.2 Application No: 17/00042/HHA

Location: 15 Bromley Grays Essex RM17 6LE

Proposal: 2.2m piers with 2m wall dropping down to 1m wall.

Decision: Appeal Allowed

Summary of decision:

- 4.2.1 This application was rejected by the Council because the proposal was considered to have an unacceptable impact on the streetscene by reason of the height, material and proximity of the wall to the junction.
- 4.2.2 In determining the appeal the Inspector considered the main issue to be the effect of the proposed development on the character and appearance of the surrounding area.

4.2.3 The Inspector considered the development in relation with its surroundings and concluded that the walls and piers fit comfortably with the character of the streetscene. The Inspector found the design to be neither intrusive nor dominant. The Inspector went on to allow the appeal.

4.2.4 The full appeal decision can be found [here](#)

4.3 Application No: 16/01731/HHA

Location: 1 Anne Heart Close, Chafford Hundred

Proposal: Proposed loft conversion with a pitched roof rear dormer and roof windows to the front and rear elevations.

Decision: Appeal Dismissed

Summary of decision:

4.3.1 This application was rejected by the Council because of the scale, mass and design of the dormer which would uncharacteristic and harmful to the character and appearance of the property and wider area.

4.3.2 In determining the appeal the Inspector considered the main issues to be the effect of the proposal on the character and appearance of the host property and wider area.

4.3.3 The Inspector concurred with the Council and took the view that the proposed dormer would dominate the rear roof elevation and unbalance the roof profile of the terrace. The Inspector also noted that the dormer would be highly visible from Anne Heart Close and Lancaster Road. The Inspector noted other extensions in the area but ruled that “the presence of harmful development elsewhere is not necessarily a good reason to allow similar development”. The Inspector went on to dismiss the appeal.

4.3.4 The full appeal decision can be found [here](#)

4.4 Application No: 16/00635/FUL

Location: Oddsit Licenced Bookmakers, 587 - 589 London Road, West Thurrock, RM20 4AR

Proposal: Erection of a new mixed-use building comprising ground floor retail A1 shop unit with a separate self-contained 2-bed flat on the upper floors (amended application following 15/00449/FUL) incorporating a first floor roof terrace

Decision: Appeal Allowed

Summary of decision:

- 4.4.1 This application was rejected by the Council because the applicant could not provide and control adequate access to the parking spaces to the rear of the site.
- 4.4.2 In determining the appeal the Inspector considered the main issue to be the effect of the development on highway safety.
- 4.4.3 The Inspector considered the Council's concerns and those raised by interested parties but found the parking provision available on site to be acceptable and accessible. The Inspector gave the Council's concerns over land ownership very little weight. The Inspector went on to allow the appeal subject to planning conditions.
- 4.4.4 The full appeal decision can be found [here](#)

4.5 Application No: 15/00643/FUL

Location: The Bricklayers Arms, Bridge Road, Grays, RM17 6BZ

Proposal: Conversion and extension of existing public house into 15 one bedroom flats

Decision: Appeal Dismissed

Summary of decision:

- 4.5.1 This application was rejected by the Council's Planning Committee because the applicant had not provided sufficient evidence to demonstrate that the public house was appropriately marketed since it became vacant. The loss of the community facility would be in conflict with Policy CSTP10.
- 4.5.2 In determining the appeal the Inspector considered the main issue to be whether the proposal would result in the loss of an important community facility in the area.
- 4.5.3 During the appeal hearing the Inspector considered the applicants case, the Council's objections and third party representations. The Inspector concluded that the public house represents an important community facility and there was insufficient marketing evidence to demonstrate a lack of demand for a public house in this location and to indicate that its continued use as a public house would be unviable. The Inspector accordingly dismissed the appeal.
- 4.5.4 The full appeal decision can be found [here](#)

4.6 Application No: 16/00271/FUL

Location: Barn to North East Of St Cleres Hall, Stanford Road,
Stanford Le Hope, SS17 0LX

Proposal: Demolition of existing car storage building and erection of
a residential terrace of 5no. three bedroom dwellings

Decision: Appeal Allowed

Summary of decision:

4.6.1 This application was rejected by the Council's Planning Committee because the proposal would reduce the size of the rear gardens for plot 1-5 from the sizes which were previously approved.

4.6.2 In determining the appeal the Inspector considered the main issues to be:

- I. Whether the proposal would be inappropriate development in the Green Belt;
- II. The effect on the openness of the Green Belt; and
- III. On the living conditions of the future occupiers of the plots 1-5 and the development itself with particular regard to garden size.

4.6.3 In relation to (I), it was common ground between the main parties that the site is previously developed land. It followed that in order to determine whether the proposal would be inappropriate development or not it was necessary to consider whether or not the proposal would have a greater impact on openness than the existing building.

4.6.4 In relation to (ii), the Inspector concluded that the development would have a beneficial effect on the openness of the Green Belt when compared to the current situation. Consequently, the redevelopment would not be inappropriate development.

4.6.5 In relation to (III), the Inspector recognised that the development would result in a reduction in the previously approved gardens for plots 1-5. The Inspector also noted that the garden areas proposed would fall below the standards set out in Annex 1. However, the Inspector took the view that the rear garden areas would be 'sufficient to meet the reasonable expectations of the occupiers of these properties'. The Inspector accordingly allowed the appeal.

4.6.6 The full appeal decision can be found [here](#)

5.0 Forthcoming public inquiry and hearing dates:

5.1 The following inquiry and hearing dates have been arranged:

5.2 None.

6.0 APPEAL PERFORMANCE:

6.1 The following table shows appeal performance in relation to decisions on planning applications and enforcement appeals.

	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	
Total No of Appeals	2	2	6										10
No Allowed	0	2	4										6
% Allowed													60%

7.0 Consultation (including overview and scrutiny, if applicable)

7.1 N/A

8.0 Impact on corporate policies, priorities, performance and community impact

8.1 This report is for information only.

9.0 Implications

9.1 Financial

Implications verified by: **Sean Clark**
Head of Corporate Finance

There are no direct financial implications to this report.

9.2 Legal

Implications verified by: **Vivien Williams**
Principal Regeneration Solicitor

The Appeals lodged will either have to be dealt with by written representation procedure or (an informal) hearing or a local inquiry.

Most often, particularly following an inquiry, the parties involved will seek to recover from the other side their costs incurred in pursuing the appeal (known as 'an order as to costs' or 'award of costs').

9.3 Diversity and Equality

Implications verified by: **Rebecca Price**

Community Development Officer

There are no direct diversity implications to this report.

9.4 **Other implications** (where significant) – i.e. Staff, Health, Sustainability, Crime and Disorder)

None.

10. **Background papers used in preparing the report** (including their location on the Council's website or identification whether any are exempt or protected by copyright):

- All background documents including application forms, drawings and other supporting documentation can be viewed online: www.thurrock.gov.uk/planning. The planning enforcement files are not public documents and should not be disclosed to the public.

11. **Appendices to the report**

- None

Report Author:

Leigh Nicholson

Development Management Team Leader

Reference: 17/00470/FUL	Site: 3 Longley Mews Grays Essex RM16 3AG
Ward: Chadwell St Mary	Proposal: Front extension and dormer to garage and conversion to self-contained annexe.

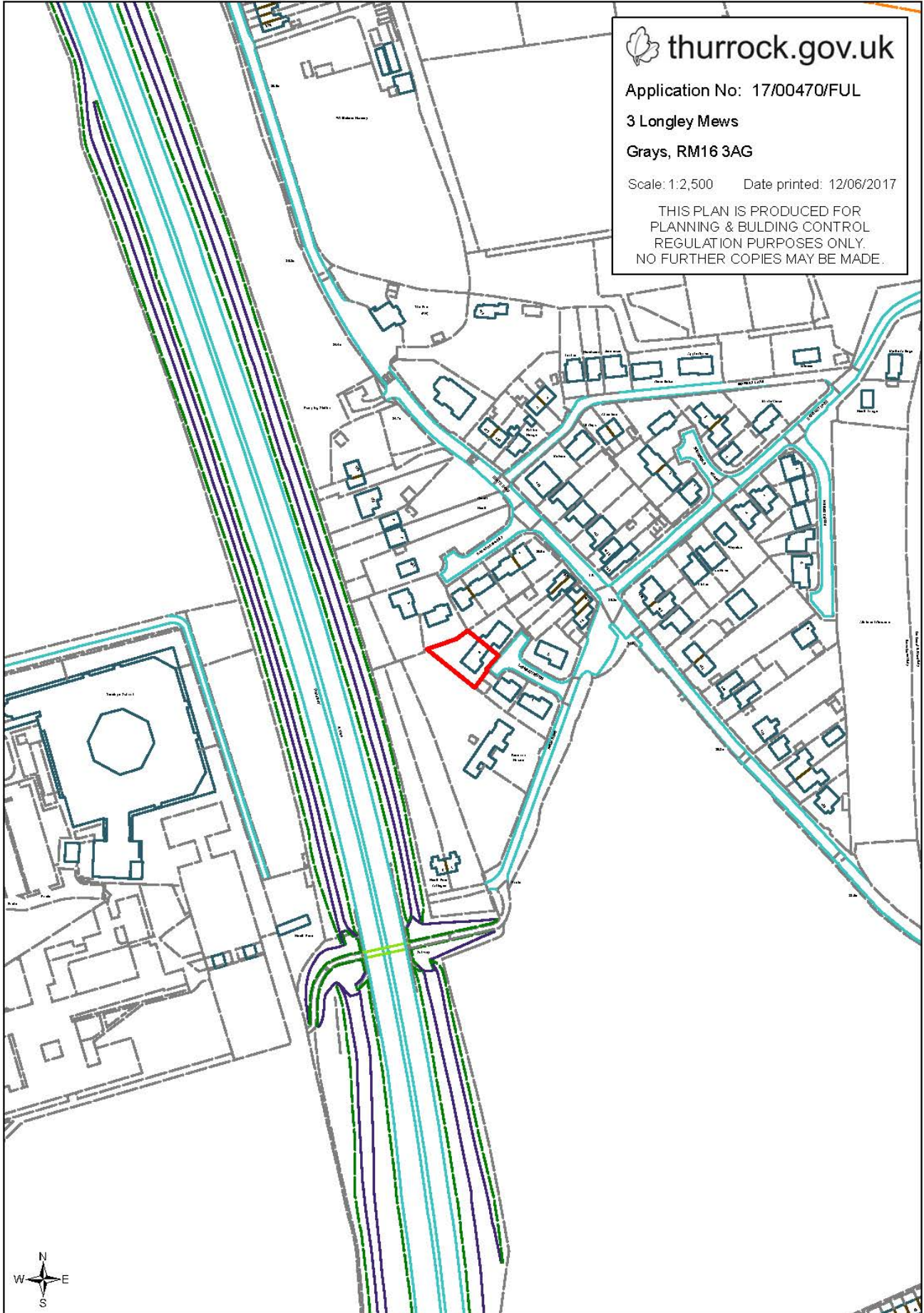
Plan Number(s):		
Reference	Name	Received
16.274.01	Existing Plans	7th April 2017
16.274.02	Existing and Proposed Plans	7th April 2017
003	Location Plan	7th April 2017

The application is also accompanied by: N/A	
Applicant: Miss Lee	Validated: 18 April 2017 Date of expiry: 31 July 2017 (Extension of time agreed with applicant)
Recommendation: To Refuse	

- 1.0 The above application was deferred at the previous Planning Committee to allow for a Member's site visit.
- 1.1 At the previous meeting Members questioned whether the Planning Inspectorate previously took into account the personal circumstances which were presented to them by the applicant's planning agent during his address to the committee. Members were advised that the issue of the health of the applicant had previously been considered by the Inspectorate but was not found to constitute very special circumstances. The previous application was consequently dismissed.
- 1.2 The refusal of the previous application is a material consideration which must be taken into account in the assessment of this application. Whilst it is acknowledged that the applicant's parents' health has deteriorated since December 2016, in particular her mother, officers are mindful of the Inspectorate's comments in relation

to the ability of the existing dwelling to accommodate the needs of the applicant's parents. Officers have therefore concluded that there is no material change in circumstances between this and the earlier application which might lead to a different recommendation being made.

- 1.3 The officer's report and recommendation from the previous Committee are appended to this report for Member's information and the recommendation remains unchanged.



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Reference: 17/00470/FUL	Site: 3 Longley Mews Grays Essex RM16 3AG
Ward: Chadwell St Mary	Proposal: Front extension and dormer to garage and conversion to self-contained annexe.

Plan Number(s):		
Reference	Name	Received
16.274.01	Existing Plans	7th April 2017
16.274.02	Existing and Proposed Plans	7th April 2017
003	Location Plan	7th April 2017

The application is also accompanied by: N/A	
Applicant: Miss Lee	Validated: 18 April 2017 Date of expiry: 30 June 2017 (Extension of time agreed with applicant)
Recommendation: To Refuse	

This application is scheduled for determination by the Planning Committee because it has been Called-In by Councillors G Rice, B Rice, Liddiard, Holloway and C Kent to consider the impact of the development upon the Green Belt and the immediate residential area.

1.0 DESCRIPTION OF PROPOSAL

1.1 This application seeks planning permission for the conversion and extension of the existing garage to a self-contained annexe.

2.0 SITE DESCRIPTION

2.1 The property comprises of a two storey, garage-linked, dwelling sat in a relatively substantial plot at the north western end of the cul-de-sac of Longley Mews.

The site is located within the Metropolitan Green Belt.

3.0 RELEVANT HISTORY

Application Reference	Description of Development	Decision
13/00451/HHA	Conversion of existing garage to habitable accommodation; new detached garage with store room and additional dormer to front elevation	Refused
13/00720/HHA	Conversion of existing garage to habitable accommodation; new detached garage with store room and additional dormer to front elevation	Permitted
16/00992/FUL	Proposed front extension and dormer to garage and subsequent conversion to self-contained annexe.	Refused & Appeal Dismissed
16/01643/FUL	Proposed change of use of detached garage to self-contained annexe.	Permitted

4.0 CONSULTATIONS AND REPRESENTATIONS

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

PUBLICITY:

4.2 This application has been advertised by way of individual neighbour notification letters and public site notice which has been displayed nearby.

No written responses have been received.

4.3 HIGHWAYS:

No objections.

5.0 POLICY CONTEXT

National Planning Guidance

National Planning Policy Framework (NPPF)

5.1 The NPPF was published on 27th March 2012. Paragraph 13 of the Framework sets out a presumption in favour of sustainable development. Paragraph 196 of the Framework confirms the tests in s.38 (6) of the Planning and Compulsory Purchase

Act 2004 and s.70 of the Town and Country Planning Act 1990 and that the Framework is a material consideration in planning decisions. Paragraph 197 states that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

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

7. Requiring good design
9. Protecting Green Belt land

Planning Practice Guidance

5.3 In March 2014 the Department for Communities and Local Government (DCLG) launched its planning practice guidance web-based resource. This was accompanied by a Written Ministerial Statement which includes a list of the previous planning policy guidance documents cancelled when the NPPF was launched. PPG contains 42 subject areas, with each area containing several subtopics. Those of particular relevance to the determination of this planning application comprise:

- Design

Local Planning Policy

Thurrock Local Development Framework (as amended 2015)

5.4 The Council adopted the “Core Strategy and Policies for the Management of Development Plan Document” in December 2011. The following Core Strategy policies apply to the proposals:

Thematic Policies:

- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)²

Policies for the Management of Development:

- PMD1 (Minimising Pollution and Impacts on Amenity)²
- PMD2 (Design and Layout)²
- PMD6 (Development in the Green Belt)²

- PMD8 (Parking Standards)³

[Footnote: ¹New Policy inserted by the Focused Review of the LDF Core Strategy. ²Wording of LDF-CS Policy and forward amended either in part or in full by the Focused Review of the LDF Core Strategy. ³Wording of forward to LDF-CS Policy amended either in part or in full by the Focused Review of the LDF Core Strategy].

Focused Review of the LDF Core Strategy (2014)

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

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

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

6.0 ASSESSMENT

BACKGROUND

- 6.1 This application is almost identical to one which was previously refused and dismissed at appeal [reference 16/00992/FUL]. The only difference between this application and application 16/00992/FUL is that the single storey front extension is now proposed to have a flat roof with a lantern and not a pitched roof as was sought previously. The Planning Inspector who dismissed the previous application at appeal stated in his report, 'the proposal is contrary to the development plan

taken as a whole and would not be sustainable development for which the Framework (NPPF) carries a presumption in favour’.

6.2 The assessment below covers the following areas:

- I. Principle of the Development within the Green Belt
- II. Impact on Neighbour Amenity
- III. Design

I. PRINCIPLE OF THE DEVELOPMENT WITHIN THE GREEN BELT

6.3 Policy PMD6 sets out that the Council will maintain, protect and enhance the open character of the Green Belt in Thurrock, and that in the Green Belt extensions to dwellings must not represent disproportionate additions to the original property. The Council expects extensions in such locations to be limited to a fixed maximum size, this being the floor area represented by ‘two reasonably sized rooms’ (calculated from the dwelling as originally constructed).

6.4 The original house was approved under planning reference 02/1230/FUL and the two reasonably-sized room allowance of the original property has been calculated as being 21.2 sqm. Since originally constructed, a garage has been added to the property which added 21.9 sqm, essentially taking up the allowance. The extension and dormer window now proposed would take the dwelling in its extended form beyond the two room allowance. The proposed development seeks to convert and extend the garage, resulting in some 16.5m sqm of newly created floorspace. This would be in excess of the policy allowance and it is a straight forward matter to conclude that the development is to Policy PMD6 and the NPPF. The extension therefore constitutes inappropriate development which is by definition, harmful to the Green Belt.

6.5 Having established that the proposal is inappropriate development it is necessary to consider the matter of other harm. In this case, the increase in bulk and scale would cause additional harm to the openness of the Green Belt contrary to PMD6 and the guidance within the NPPF.

6.6 The National Planning Policy Framework (NPPF) states that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The NPPF also states:

"When considering any planning application, Local Planning Authorities should ensure that substantial weight is given to any harm to the Green Belt. Very Special Circumstances will not exist unless the potential harm to the Green Belt by reason

of inappropriateness, and any other harm, is clearly outweighed by other considerations”

- 6.7 No ‘Very Special Circumstances’ have been provided by the applicant to justify the development within the Green Belt.
- 6.8 In conclusion under this heading, the proposed development constitutes inappropriate development within the Green Belt and there are no very special circumstances that would clearly outweigh the harm that would be caused.

II. IMPACT ON NEIGHBOUR AMENITY

- 6.9 Policies PMD1 and PMD2 of the Adopted Core Strategy require that all proposals should contribute positively to the amenity and character of the area in which they are located.
- 6.10 By reason of its location, the proposed annexe would have minimal impact on the adjacent properties. If the application was being considered favourably, it would be appropriate to include a condition to ensure use of the annexe would be incidental to the host property minimising risk of future amenity impacts. However, this would not overcome the fundamental objections raised above.

III. DESIGN

- 6.11 No objection is raised in relation to the design and appearance of the proposed front dormer window however concern is raised to the proposed flat roof design which would appear as an incongruous addition to the property, out of character with both the host dwelling and street scene generally. The design would therefore be contrary to Policies PMD2 and CSTP22.

7.0 CONCLUSIONS AND REASON(S) FOR REFUSAL

- 7.1 Notwithstanding the amendments to the scheme following the refusal of 16/00992/FUL, the proposed development constitutes inappropriate development which is by definition harmful to the Green Belt. There are no very special circumstances that would clearly outweigh the harm that would be caused. The design of the proposed extension is also considered out of character with the locality and thereby contrary to PMD2 and the NPPF.

8.0 RECOMMENDATION

- 8.1 To Refuse for the following reasons:

Reason(s):

- 1 The site is located within the Metropolitan Green Belt as defined in the Thurrock

Local Development Framework Core Strategy and Policies for Management of Development (as amended 2015).

Policy PMD6 of the Core Strategy states that in the Green Belt extensions to dwellings must not represent disproportionate additions to the original property. Extensions to existing dwellings in the Green Belt will be strictly controlled and extensions should be limited to a fixed maximum size, this being the floor area represented by two reasonably sized rooms (calculated from the dwelling as originally constructed), including what is permitted by the Town and Country Planning General Permitted Orders. An extension must be of a scale, size, siting, and design and of materials of construction, that the appearance of the original dwelling, the immediate locality and the countryside in general, is not adversely affected.

The National Planning Policy Framework Indicates that inappropriate development is by definition harmful to the Green Belt and should not be approved except in very special circumstances.

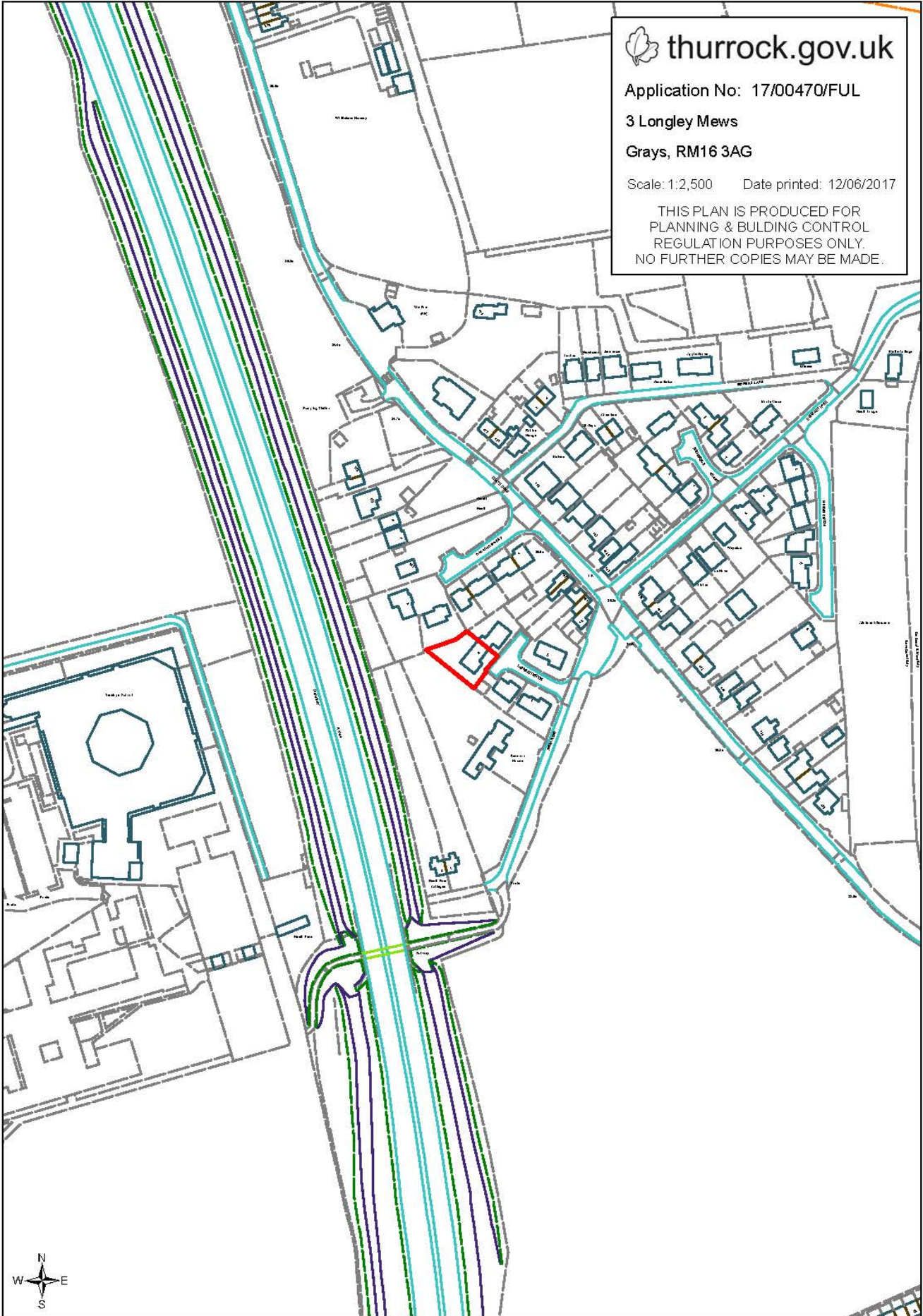
The proposed development exceeds the policy allowance summarised above and therefore constitutes inappropriate development in the Green Belt which is by definition harmful. Furthermore, the development, by reason of increasing the bulk and scale of built development at the property, would cause additional harm to the openness of the Green Belt contrary to PMD6 and the guidance within the NPPF. No very special circumstances have been advanced that would clearly outweigh the harm caused to the Metropolitan Green Belt as a result of the development.

2. Policy PMD2 of the Adopted Core Strategy (as amended in 2015) requires that all proposals should contribute positively to the amenity and character of the area in which they are located.

The proposed single storey front extension would, due to the design of the roof, appear as an incongruous feature to both the host dwelling and the streetscene generally, contrary to Policy PMD2 of the Core Strategy and the specific advice contained in the National Planning Policy Framework.

Documents:

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online: www.thurrock.gov.uk/planning



<p>Reference: 16/01625/OUT</p>	<p>Site: Land Adjacent Moore Avenue Devonshire Road And London Road South Stifford Grays Essex</p>
<p>Ward: West Thurrock And South Stifford</p>	<p>Proposal: Redevelopment of the site for the provision of up to 75 dwellings with vehicular, pedestrian and cycle access from Devonshire and London Roads, internal access roads, footpaths, cycleways, parking, public open space, landscaping and drainage infrastructure (Outline application with all matters reserved except for access)</p>

Plan Number(s):		
Reference	Name	Received
028F 27.6.16	Site Layout	2nd December 2016
017H 27.6.16	Site Layout	2nd December 2016
021E 27.6.16	Site Layout	2nd December 2016
025E 27.6.16	Site Layout	2nd December 2016
030B 27.6.16	Site Layout	2nd December 2016
207 010 M	Landscaping	2nd December 2016
020F 27.6.16	Site Layout	2nd December 2016
024C 27.6.16	Other	2nd December 2016
023E 27.6.16	Parking Block Plan	2nd December 2016
018H 27.6.16	Parking Block Plan	2nd December 2016
026F 27.6.16	Landscaping	2nd December 2016
027F 27.6.16	Site Layout	2nd December 2016
016J 27.6.16	Site Layout	2nd December 2016
019F 27.6.16	Landscaping	2nd December 2016
(No Nos.)	Other	2nd December 2016
REV B 20.5.16	Site Layout	2nd December 2016
(No Nos.)	Location Plan	2nd December 2016
(No Nos.)	Site Layout	2nd December 2016

- The application is also accompanied by:
- Planning Statement
 - Design and access statement
 - Environmental Noise Assessment
 - Landscape and Visual Impact Assessment
 - Phase 1 & 2 site investigation

- Protected species surveys and mitigation strategy report
- Statement of public consultation
- Transport Assessment
- Tree Survey
- Utilities Assessment Volumes 1 – 3
- Flood Risk Assessment Volumes 1 - 4

Applicant: Mr Carver

Validated:

29 November 2016

Date of expiry:

29 August 2017

Recommendation: Approve, subject to conditions and the completion of a s.106 legal agreement

This application is scheduled for determination by the Council’s Planning Committee because of the scale and strategic nature of the proposal.

1.0 DESCRIPTION OF PROPOSAL

- 1.1 This application seeks outline planning permission, with all matters reserved (except for means of access) for the redevelopment of the former Hillside Club for up to 75 dwellings, with associated private and public amenity space, means of enclosure, parking, vehicle and pedestrian accesses and drainage.
- 1.2 Table 1 below summarises some of the main points of detail contained within the development proposal:

Site Area	Approximately 2.32 hectares
Density	32 dwellings per hectare (dph) average
Total dwellings	22 no. 2-bedroom apartments 17 no 2-bedroom houses 26 no 3-bedroom terrace houses 3 no 3-bedoorm semi-detached houses 7 no 3 / 4bedroom detached houses TOTAL: 75 dwellings

Access

- 1.3 The access of the development is a matter for detailed consideration at this stage and is not reserved for future approval. The proposed development would be served by a single vehicular access point onto Devonshire Road approximately 250m north of the junction with London Road. A new cycle and pedestrian access point would be provided to the south western corner of the site with London Road, close the front boundary of No 312 London Road

- 1.4 The vehicle access would be a T-junction onto Devonshire Road with the site divided internally, effectively into three blocks each served by their own road network. In terms of parking, occupiers of the flats would park within shared communal parking areas while the occupiers of the houses would be provided with either on-plot parking spaces or spaces within communal parking courts.

Layout

- 1.5 The layout of the development is a reserved matter and not for consideration at this time. For the purposes of this application, layout means the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development. An illustrative masterplan drawing has been submitted which shows how the development could be laid out. The illustrative plans show three areas of housing backing onto each other enclosing either an amenity area and parking area (north and south areas) or amenity area (central area). The development would provide street frontages onto London Road and Devonshire Road.
- 1.6 Private gardens are provided for all the houses and the flatted units have balconies and access to outdoor space.

Appearance

- 1.7 The appearance of the development is a reserved matter and not for consideration at this time. However, illustrative images show a modern interpretation of traditional properties using a variety of materials with pitched roofs.

Scale

- 1.8 The appearance of the development is a reserved matter and not for consideration at this time. Buildings on the prominent corner locations to the north east and south east are however shown to be 3 storeys to provide visual interest on these corner plots. The other dwellings within the site would be between 2 and 2.5 storey.

2.0 SITE DESCRIPTION

- 2.1 The site comprises a broadly rectangular-shaped parcel of land, extending to approximately 2.32 hectares. The site is located to the north west of the junction with London Road and Devonshire Road. An existing access is located in the south eastern corner of the site.
- 2.2 The site is presently vacant, having not been used for some time. The site is partially overgrown as a result of being left vacant. There are trees along the western and southern boundary which provide some screening on these boundaries.
- 2.3 Natural ground levels across the site fall gently from north to south towards London Road. The site, for the most part, is located in the low flood risk area (Zone 1) but toward the southern part of the site falls within Zones 2 and 3(a).
- 2.4 The west of the site is bounded by the rear gardens and accesses to the rear of properties on Moore Avenue, which are generally 1930s mid war two storey houses. The southern side of the site is bounded by London Road and the eastern side of the site is bounded by Devonshire Road with Askews Farm Industrial estate

beyond.

3.0 RELEVANT HISTORY

Reference	Description	Decision
96/00153/OUT	Proposed residential development, informal public area space & formation of a new access to the southern link road	Recommended for approval – Legal Agreement not completed
85/00702/FUL/SLR	Chafford Hundred Southern Link Road, Phase 2.	Approved
73/00080/OUT	Residential development	Approved
71/00806/FUL	Residential development	Approved

4.0 CONSULTATIONS AND REPRESENTATIONS

4.1 Detailed below is a summary of the consultation responses received. Full text versions are available on the Council’s website: www.thurrock.gov.uk/planning

PUBLICITY:

4.2 The application has been publicised by the display of a site notice, a newspaper advertisement and consultation with relevant consultees and landowners.

4.3 Four letter of representation have been received objecting for the following reasons:

- New dwellings would overlook existing properties on Moore Avenue;
- Too many new dwellings already being built in South Stifford/West Thurrock;
- London Road is already congested;
- Parking on Moore Avenue is already difficult;
- The land is currently open;
- New access onto London Road would be difficult;
- Want to maintain access to rear of properties on Moore Avenue as existing;
- Other less populated areas in the Borough where new housing should go

ANGLIAN WATER:

4.4 No objections, subject to conditions.

ENVIRONMENTAL HEATH:

4.5 No objections, subject to conditions.

HIGHWAYS:

4.6 No objections, subject to conditions.

TRAVEL PLAN COORDINATER:

4.7 No objections, subject to conditions.

LANDSCAPE AND ECOLOGY ADVISOR

4.8 No objections, subject to condition.

EDUCATION:

4.9 A section 106 contribution is required to mitigate the impact of the development.

HOUSING:

4.10 Affordable housing is required.

ENVIRONMENT AGENCY:

4.11 No objections, subject to conditions.

HEALTH & SAFETY EXECUTIVE:

4.12 Does not advise against development.

FLOOD RISK MANAGER:

4.13 No objections, subject to conditions.

ESSEX COUNTY COUNCIL (ARCHAEOLOGY)

4.14 No objections, subject to conditions.

ESSEX & SUFFOLK WATER

4.15 No objections.

ESSEX BADGER PROTECTION GROUP:

4.16 No objections, requests ecological survey.

HIGHWAYS ENGLAND:

4.17 No objections.

EMERGENCY PLANNING:

4.18 No objections, subject to conditions.

National Planning Guidance

5.1 National Planning Policy Framework (NPPF)

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

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

- delivering a wide choice of high quality homes;
- requiring good design;
- promoting healthy communities; and
- meeting the challenge of climate change, flooding and coastal change.

5.3 Planning Practice Guidance

In March 2014 the Department for Communities and Local Government (DCLG) launched its planning practice guidance web-based resource. This was accompanied by a Written Ministerial Statement which includes a list of the previous planning policy guidance documents cancelled when the NPPF was launched. PPG contains 42 subject areas, with each area containing several subtopics. Those of particular relevance to the determination of this planning application comprise:

- climate change;
- design;
- flood risk and coastal change;
- renewable and low carbon energy; and
- use of planning conditions.

Local Planning Policy

Thurrock Local Development Framework (2015)

The Council adopted the "Core Strategy and Policies for the Management of Development Plan Document" (as amended) in 2015. The Adopted Interim Proposals Map shows the site as 'Employment Land Proposal'. The following Core Strategy policies apply to the proposals:

Spatial Policies:

- CSSP1 (Sustainable Housing and Locations); and
- OSDP1 (Promotion of Sustainable Growth and Regeneration in Thurrock)¹

Thematic Policies:

- CSTP1 (Strategic Housing Provision)
- CSTPP2 (The Provision of Affordable Housing)
- CSTP9 (Well-being: Leisure and Sports)
- CSTP10 (Community Facilities)
- CSTP11 (Health Provision)
- CSTP12 (Education and Learning)
- CSTP14 (Transport in the Thurrock Urban Area: Purfleet to Tilbury)³
- CSTP19 (Biodiversity)
- CSTP20 (Open Space)
- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)²
- CSTP24 (Heritage Assets and the Historic Environment)
- CSTP25 (Addressing Climate Change)²
- CSTP26 (Renewable or Low-Carbon Energy Generation)²
- CSTP27 (Management and Reduction of Flood Risk)²

Policies for the Management of Development:

- PMD1 (Minimising Pollution and Impacts on Amenity)²
- PMD2 (Design and Layout)²
- PMD4 (Historic Environment)²
- PMD5 (Open Spaces, Outdoor Sports and Recreational Facilities)³

- PMD7 (Biodiversity, Geological Conservation and Development)²
- PMD8 (Parking Standards)³
- PMD9 (Road Network Hierarchy)
- PMD10 (Transport Assessments and Travel Plans)²
- PMD12 (Sustainable Buildings)²
- PMD13 (Decentralised, Renewable and Low Carbon Energy Generation); and
- PMD15 (Flood Risk Assessment)²
- PMD16 (Developer Contributions)²

[Footnote: ¹New Policy inserted by the Focused Review of the LDF Core Strategy. ²Wording of LDF-CS Policy and forward amended either in part or in full by the Focused Review of the LDF Core Strategy. ³Wording of forward to LDF-CS Policy amended either in part or in full by the Focused Review of the LDF Core Strategy].

5.4 Focused Review of the LDF Core Strategy (2014)

This Review was commenced in late 2012 with the purpose to ensure that the Core Strategy and the process by which it was arrived at are not fundamentally at odds with the NPPF. There are instances where policies and supporting text are recommended for revision to ensure consistency with the NPPF. The Review was submitted to the Planning Inspectorate for independent examination in August 2013. An Examination in Public took place in April 2014. The Inspector concluded that the amendments were sound subject to recommended changes.

5.5 Draft Site Specific Allocations and Policies DPD

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

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

The above report was considered at the February meeting 2014 of the Cabinet. The report highlighted issues arising from growth targets, contextual changes, impacts of recent economic change on the delivery of new housing to meet the Borough’s Housing Needs and ensuring consistency with Government Policy. The report questioned the ability of the Core Strategy Focused Review and the Core Strategy ‘Broad Locations & Strategic Sites’ to ensure that the Core Strategy is up-to-date and consistent with Government Policy and recommended the ‘parking’ of these processes in favour of a **Page 44** wholesale review. Members resolved that the Council undertake a full review of Core Strategy and prepare a new Local Plan. It

is anticipated that a new Local Plan for Thurrock could be adopted by 2020.

Thurrock Local Plan

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

Thurrock Design Guide

- 5.8 This Guide was adopted in March 2017 as a Supplementary Planning Document to the adopted Core Strategy and should be considered as a material consideration in the determination of planning applications.

6.0 ASSESSMENT

- 6.1 The assessment below covers the following areas:

- I. Principle of the Development
- II. Traffic Impact, Access and Car Parking
- III. Impact upon Ecology and Biodiversity
- IV. Design and Layout
- V. Ground Contamination
- VI. Noise and Air Quality
- VII. Flood Risk and Site Drainage
- VIII. Planning Obligations
- IX. Other Matters

I. PRINCIPLE OF THE DEVELOPMENT

- 6.2 The site lies outside of the town centre but is within the Grays urban area where there are a range of land uses. The site is specifically shown on the Core Strategy Proposals Maps as 'Existing Open Space'.
- 6.3 Policy CSTP20 acknowledges that the Borough has a broad range of existing public open spaces, parks and recreational areas which provide varied opportunities for activity. The policy indicates that a diverse range of open spaces is provided to meet the needs of the local community. However the land is privately owned, secured and does not have any value to the local community as an area for recreation.
- 6.4 In 2013 the site was identified in the LDF Site Specific Allocation and Policies Local Plan Further Issues and Options consultation as a "Reasonable alternative" site for

residential development of up to 120 dwellings (WTS27). Whilst work on the SSA documents has been parked as the Council works on a new Local Plan, the work already carried out will inform the Local Plan and the SSA indicated a direction of travel for specific sites. In line with other similar applications, this fact that the site has previously been identified as a potential housing site weighs in favour of the proposals.

- 6.5 Policy CSSP1 refers principally to housing delivery and refers to the Borough-wide delivery of 23,250 dwellings between 2001 and 2026. To this end, the policy states, inter-alia, that new residential development will be directed to previously developed land in the urban area, outlying settlements and other existing built-up areas. Policy CSTP1 also refers to housing growth targets, a general approach to housing density and the mix of new dwellings. The development would provide a mixture of flats and houses of different sizes.
- 6.6 In light of the above, the principle of the development is considered to be acceptable.

II. TRAFFIC IMPACT, ACCESS AND CAR PARKING

- 6.7 The Council's Highways Officer raises no objection to the principle of the development on this site subject to conditions relating to detail to be included in any forthcoming reserved matters application.
- 6.8 Accordingly, subject to conditions, the proposal is considered to comply with Policies PMD8, PMD9, and PMD10 of the Core Strategy.

III. IMPACT ON ECOLOGY AND BIODIVERSITY

- 6.9 The site does not form part of any area designated for nature conservation interest on either a statutory or non-statutory basis. Two Sites of Special Scientific Interest (SSSI) are located within 2km of the site, namely Lion Pit and Grays Thurrock Chalk Pit. These sites are designated for their geological importance habitat that supports an assemblage of invertebrate interest respectively. Given their distance from the site and the character of the proposals it is unlikely that the residential development would impact upon these statutory designations. Ten non-statutory Local Wildlife Sites are also located within 2km of the site though the development proposals would be unlikely to significantly harm the nature conservation interest of these sites.
- 6.10 An ecological survey, and protected species survey have been provided. The ecological survey, badger survey and invertebrate surveys indicate that the development would not be harmful to the site
- 6.11 A landscape and visual impact assessment has been provided and an assessment of the trees on and around the site. These surveys indicate that the majority of the trees will be retained and will be used to create a setting for the proposed development
- 6.12 The Council's Landscape and Ecology Advisor agrees with the findings of the ecological surveys, but recommends updates to each survey to ensure any scheme takes account of ecology on site. The surveys would need to be carried out prior to development taking place. This matter could be controlled by planning condition.

- 6.13 With reference to trees, the Council's Landscape and Ecology Advisor indicates that the trees that would remain could provide a good basis for the site, he therefore recommends an Arboricultural Method Statement be submitted as part of any reserved matters application.
- 6.14 Subject to the conditions proposed, it is concluded that the impacts of the proposals on ecology and biodiversity interests are acceptable.

IV. LAYOUT

- 6.15 Consideration of layout is a reserved matter and therefore cannot be considered as part of the current submission. Nonetheless illustrative site layouts have been submitted, which as detailed elsewhere in the report result in effectively three areas of the site with shared parking and amenity spaces within each outward looking block. Higher buildings would be positioned to the south east of the site and the north east of the site to anchor the development in the landscape. A broad idea of the type of materials and design of the dwellings has been provided. The layout shown illustrates that dwellings could be provided on site in a form that would be acceptable in terms of parking, design and outdoor spaces.
- 6.16 Whilst the site would result in dwellings backing onto Moore Avenue, given the distance between these properties and the established dwellings, the proposal would not be harmful to the amenities of the occupiers of those properties. Accordingly the proposal is considered to satisfy the relevant criteria of Policies PMD1, PMD2 and CSTP22 of the Core Strategy.
- 6.17 With regard to design and layout issues, the Thurrock Design Guide was adopted as a supplementary planning document and endorsed as a material consideration in the determination of planning applications in March 2017. Section 3 of the Guide ('Designing in Context') requires applicants to appraise a development site by taking the following considerations into account:
- understanding the place;
 - working with site features;
 - making connections ; and
 - building in sustainability.

- 6.18 It is considered that the Design & Access Statement and information accompanying the application provides a thorough understanding of the context of the site and the physical constraints influencing the opportunities for development as much as the scope of an outline application allows.

V. GROUND CONTAMINATION

- 6.19 There are no identified contamination issues on the site. The Council's Environmental Health Officer (EHO) considers that the site will be suitable for residential use but recommends a watching brief for any unforeseen contamination.

VI. NOISE AND AIR QUALITY

- 6.20 The application site is located close to London Road (in part) which is a main link between Grays, West Thurrock and Page 47 beyond. The location of some of the proposed dwellings close to London Road has potential impacts in terms of noise and

air quality which need to be considered. A survey has been submitted.

- 6.21 The EHO is satisfied with the results of the noise survey and suggests a condition should be applied to treat the dwellings where they are closest to London Road. Mitigation measures such as enhanced glazing specification will be likely to be required to reduce internal noise levels to an acceptable level. This issue can be covered by condition.
- 6.22 There are no air quality issues affecting the site on the basis of the indicative layout supplied.

VII. FLOOD RISK AND SITE DRAINAGE

- 6.23 The majority of the site is located within the low risk flood area (Zone 1). However, as the site area is greater than 1 hectare and an area of the site falls within Flood Zone 2 and 3 the application is accompanied by a site specific flood risk assessment (FRA). The FRA concludes that the development is acceptable in flood risk terms as all sources of potential flooding (river, sea, surface water, ground water, sewers and reservoirs) pose a low risk.
- 6.24 The consultation response received from the Environment Agency (EA) raises no objection to the proposal subject to a condition relating to floor levels of the dwellings across the site
- 6.25 The consultation response received from the EA informs the local planning authority to undertake the Sequential Test and Exception Test which is required by the NPPF. The purpose of the Sequential Test is to steer new development to areas with the lowest probability of flooding (Zones 1 and 2). Development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. If, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives for the development to be located in zones with a lower probability of flooding the Exception Test can be applied.
- 6.26 The Sequential Test has been applied to the proposals and that Test concludes that there are no reasonably available sites located in areas of lower flood risk within the search area that would be appropriate for the type of development proposed. The Exception Test also needs to be applied as the proposal is classified as a 'more vulnerable use' within flood zone 3 but it is considered that the proposals would deliver benefits to sustainability which would outweigh flood risk issues and that, subject to mitigation, the development will be safe without increasing flood risk elsewhere
- 6.27 The applicant has submitted details of surface water drainage to deal with run-off from the development. This strategy confirms that soakaways and porous paving, swales, and below ground storage would be used. The full details of a surface water drainage scheme can be required by planning condition.
- 6.28 The response from the Flood Risk Manager indicates there is no objection to the proposal subject to the submission of a Drainage Strategy. In addition the Council's Civil Protection Officer raises no objection subject to the submission of a Flood Warning and Evacuation Plan, which can be covered by a condition.

VIII. PLANNING OBLIGATIONS

- 6.29 Adopted Core Strategy policy CSTP2 seeks the provision of 35% affordable housing and policy PMD16, seeks planning obligations through S106 agreement (as appropriate) to mitigate the impact of development.
- 6.30 The applicant has confirmed that xx dwellings (35%) of the total 75 units would be affordable with a 50% / 50% split between affordable rent and intermediate tenures. A planning obligation is required to secure the provision of this affordable housing as proposed.
- 6.31 Comments from the Council's Education Team note that a financial contribution is required to mitigate the impact of the development on primary and secondary school provision in the locality. The Infrastructure Requirement List identifies extensions to a primary school in the Grays primary school planning area and extension to a secondary school in the central secondary school planning area as infrastructure projects. The applicant has agreed to a contribution of £175,874.50 as required by the Education team.
- 6.32 There have been no responses from NHS England to confirm a primary healthcare contribution on this occasion.
- 6.33 In light of the above, the proposal complies with Policy PMD16.

IX. OTHER MATTERS

- 6.34 The application site lies within the consultation zones of the NuStar fuel storage facility to the north east of the site on Askews Farm Lane. Of the total dwellings, 50 would be located within the 'middle' and 'outer' consultation zones. The applicant has been involved in detailed discussion with the Health and Safety Executive (HSE) about the zoning and the development, the HSE has indicated on the basis of the specific layout provides there are no objections to granting consent for housing on this site.
- 6.35 The response from the Archaeology team at Essex County Council recommends a watching brief in case there is material of any interest. This could be covered by an appropriate condition.

7.0 CONCLUSIONS AND REASONS FOR APPROVAL

- 7.1 This planning application seeks outline planning permission for the residential development of the site. The site lies within a mixed use area and is close to one of the major regeneration hubs in the Borough. In addition the LDF Site Specific Allocation and Policies Local Plan Further Issues and Options consultation (January 2013) included the land as a potential losing site. Accordingly the principle of the development is sound.
- 7.2 The proposed access point would be acceptable and the layout as shown on the indicated plans would create a suitable modern development. Other matters such as noise, archaeology, ecology, flood risk and contamination could be dealt with by appropriate conditions.

- 7.4 The applicant is proposing a policy compliant level of affordable housing and

contributions towards education facilities.

8.0 RECOMMENDATION

Grant planning permission subject to:

A: The applicant and those with an interest in the land entering into an obligation under section 106 of the Town and Country Planning Act 1990 with the following heads of terms:

- (i) the provision of 26 dwellings as affordable housing in perpetuity;
- (ii) 50% of the affordable housing referred to by (i) above to be provided as social rented accommodation and the remaining 50% affordable housing to be provided as intermediate housing tenures;
- (iii) Financial contribution of £175,874.50 (subject to indexation) payable prior to first occupation towards the cost of additional secondary school places within the central secondary school planning area;

B: The following planning conditions:

1 Standard time [Outline permissions]

The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last reserved matters to be approved, whichever is the later.

Reason: To comply with Section 92 of the Town & Country Planning Act 1990, as amended by Section 51 of the Planning & Compulsory Purchase Act 2004

2 Submission of reserved matter details [Outline permissions]

Details of the layout, scale, appearance and landscaping of the development, hereinafter called the 'reserved matters', shall be submitted to and approved in writing by the local planning authority before any development is commenced. Development shall be carried out in accordance with the approved details.

Reason: To comply with Section 92 of the Town & Country Planning Act 1990, as amended by Section 51 of the Planning & Compulsory Purchase Act 2004.

3 Accordance with Plans

The development hereby permitted shall be carried out in accordance with the following approved plans, unless otherwise agreed in writing by the local planning authority:

- Location Plan
- Application Site Area Plan: 2014 – 207 – 028F

Reason: In order to provide for the proper planning of the area.

4 Details of material & samples

Notwithstanding the information on the approved plans, no development above ground level shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of visual amenity & to ensure that the proposed development is satisfactorily integrated with its surroundings, in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy & Policies for the Management of Development DPD Focused Review Consistency with National Planning Policy Framework 2015.

5 Archaeological Trial Trenching & Excavation

No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation, which has been submitted and approved in writing by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the potential archaeological value of the site in accordance with Policy PMD4 of the Core Strategy & Policies for the Management of Development Focused Review Consistency with National Planning Policy Framework 2015.

6 Landscaping & Trees

No development shall take place until there has been submitted to and approved in writing by the local planning authority, a scheme of landscaping, which shall include details of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development in accordance with an Arboricultural Method Statement and a programme of maintenance. All planting, seeding or turfing comprised in the approved scheme shall have regard to the biodiversity plan to be submitted for approval under condition 9, and shall be carried out in the first planting and seeding season following commencement of the development [or such other period as may be agreed in writing by the local planning authority] and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation.

Reason: To ensure the proposed development is satisfactorily integrated into its surroundings & provides for landscaping as required by Policy CSTP18 of the adopted Thurrock LDF Core Strategy & Policies for the Management of Development DPD 2011 & Policy PMD2 of the Core Strategy & Policies for the Management of Development Focused Review Consistency with National Planning Policy Framework 2015.

7 Landscape protection - Fencing

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

Reason: To ensure the proposed development is satisfactorily integrated into its surroundings & provides for tree & hedgerow retention/ landscaping as required by Policy CSTP18 of the adopted Thurrock LDF Core Strategy & Policies for the Management of Development DPD 2011 & Policy PMD2 of the Core Strategy & Policies for the Management of Development Focused Review Consistency with National Planning Policy Framework 2015.

8 Landscape protection – Hand dug excavations

Any excavations which are necessary within the canopy spread of the retained trees shall be undertaken by hand and no power tools or machinery shall be used unless otherwise agreed by the local planning authority. If any roots are exposed they should be covered with damp sacking which should remain in place until the roots are permanently re-covered. All roots greater than 25 mm diameter should be retained and worked around. Care shall be taken to minimise damage to retained roots, including the bark around roots. Roots which are inadvertently damaged should be left without further disturbance. Roots in excess of 50 mm diameter shall not be severed without the prior written approval of the local planning authority.

Reason: To ensure the proposed development is satisfactorily integrated into its surroundings & provides for tree & hedgerow retention as required by Policy CSTP18 of the adopted Thurrock LDF Core Strategy & Policies for the Management of Development DPD 2011 & Policy PMD2 of the Core Strategy & Policies for the Management of Development Focused Review Consistency with National Planning Policy Framework 2015.

9 Biodiversity Management Plan

Prior to the commencement of development a 'Biodiversity Management Plan' shall be submitted to, and approved in writing by, the local planning authority. The Biodiversity Management Plan shall have regard to the recommendations and proposed mitigation strategy contained within the submitted Legally Protected Species Surveys & Mitigation Strategy report by MLM (June 2016) accompanying the planning application, and shall include details of:

- I. any further survey work undertaken [including reptile and invertebrate surveys], the methodology, timing and findings of these surveys and how they have informed the measures outlined in the Biodiversity Management Plan;
- II. methodologies for translocation of protected species [where relevant];

- III. suitable receptor areas together with evidence produced by an ecologist that the receptor areas are capable of supporting the population displaced;
- IV. the methods for the protection of existing species in situ [where relevant];
- V. any seeding, planting and methods to promote habitat creation and establishment or habitat enhancement;
- VI. general ecological mitigation applying to the timing/ program of construction works;
- VII. an assessment of the works required for management and who will undertake such works,

The Biodiversity Management Plan shall be implemented in accordance with the approved plan and timescale. Any translocation undertaken shall be verified in writing to the local planning authority by an independent qualified ecologist within 28 days of undertaking the translocation.

Reason: To ensure the proposed development makes satisfactory provision for conservation of the site's wildlife interest as required by Policy PMD7 of the adopted Thurrock LDF Core Strategy & Policies for the Management of Development DPD: Focused Review Consistency with National Planning Policy Framework 2015.

10 Public open space – provision & management

Prior to the commencement of development, a management and implementation plan to describe the proposals for the equipping, management and maintenance of the area(s) of public open space (incorporating an area for child's play) within the development, shall be submitted for approval in writing by the local planning authority. Before occupation of any dwellings (or in a phased arrangement to be agreed) the area(s) of open space shall be equipped, managed and maintained in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: To provide for an attractive, safe & accessible development as required by Policy PMD2 of the Core Strategy & Policies for the Management of Development Focused Review Consistency with National Planning Policy Framework 2015.

11 Surface Water Drainage

No development shall commence until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological & hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall include but not be limited to

- The use of infiltration across the south east and central portions of the site and anywhere else should rates allow. Where discharge to the ground is not a viable option rates should be restricted to the greenfield 1 in 1 year rate for all storm events up to and including the 1 in 100 year rate plus 40% allowance for climate change;

- Provide sufficient storage to ensure no off site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 40% climate change event;
- Final modelling and calculations for all areas of the drainage system;
- The appropriate level of treatment for all runoff leaving the site, in line with the CIRIA SuDS Manual C753;
- Detailed engineering drawings of each component of the drainage scheme;
- A final drainage plan which details exceedance and conveyance routes, finished floor and ground levels, and location and sizing of any drainage features;
- A written report summarising the final strategy and highlighting any minor changes to the approved strategy;

The scheme shall subsequently be implemented prior to occupation, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that a suitable surface water drainage strategy is agreed & implemented & flood risk interests are adequately managed in accordance with Policy CSTP27 the adopted Thurrock LDF Core Strategy & Policies for the Management of Development DPD: Focused Review Consistency with National Planning Policy Framework 2015.

12 Management of Off Site Flood Risk & Pollution – Construction Phase

No development shall commence until a scheme to minimise the risk to offsite flooding caused by surface water runoff and ground water during construction works, and prevent pollution, has been submitted to and approved in writing by the local planning authority. The scheme shall be subsequently implemented as approved, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that a suitable surface water drainage strategy is agreed & implemented for the construction phase & flood risk interests are adequately managed in accordance with Policy CSTP27 the adopted Thurrock LDF Core Strategy & Policies for the Management of Development DPD: Focused Review Consistency with National Planning Policy Framework 2015

13 Surface Water Drainage – Maintenance

No development shall commence until a Maintenance Plan detailing the maintenance arrangements for the site, including persons/ bodies responsible for the respective elements of the surface water drainage system, including the maintenance activities and frequencies, has been submitted for approval in writing by the local planning authority. The applicant or any successor in title, should maintain yearly logs of maintenance carried out in accordance with any approved Maintenance Plan, which should be made available for inspection by the local planning authority upon its reasonable request.

Reason: To ensure that a suitable surface water drainage maintenance strategy is agreed & implemented & flood risk interests are adequately managed, in accordance with Policy CSTP27 of the adopted Thurrock LDF Core Strategy & Policies for the

Management of Development DPD: Focused Review Consistency with National Planning Policy Framework 2015.

14 Flood Warning & Evacuation Plan

Prior to the occupation of any dwelling on the site, a Flood Warning and Evacuation Plan for the development shall be submitted to and approved in writing by the local planning authority. The approved measures within the Plan shall be operational upon occupation of the first dwelling and shall be permanently maintained thereafter, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of flood safety.

15 Bin stores

The application for approval of Reserved Matters pursuant to Condition 2 shall include full details of the number, size, location, design and materials of bin and recycling stores to serve the development, together with details of the means of access to bin and recycling stores for residents and refuse operatives, including collection points if necessary.

The bin and recycling stores as approved shall be provided prior to the first occupation of any of the residential units they serve and shall be constructed and permanently retained in the approved form, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that a suitable layout & design providing for appropriate waste management facilities is agreed, in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy & Policies for the Management of Development DPD: Focused Review Consistency with National Planning Policy Framework 2015.

16 Acoustic Mitigation Measures

Prior to development commencing, a scheme for noise insulation of the proposed dwellings affected by noise from road traffic associated with London Road and Devonshire Road as detailed in the submitted Noise Assessment report by Sharpes Redmore (6th April 2016) accompanying the planning application, shall be submitted for approval in writing by the local planning authority. The approved measures shall be incorporated into the residential units in the manner detailed prior to their residential occupation, and shall thereafter be permanently retained as approved unless otherwise agreed in writing by the local planning authority.

Reason: In the interest of the residential amenity of future occupiers of the site, in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy & Policies for the Management of Development DPD: Focused Review Consistency with National Planning Policy Framework 2015.

17 Construction Management Plan

No development shall commence until a Construction Environmental Management Plan [CEMP] has been submitted to and approved in writing by the local planning authority. The CEMP should contain or address the following matters:

- (a) Working hours, including the duration of any piling operations
- (b) Vehicle haul routing in connection with construction and engineering operations
- (c) Wheel washing and sheeting of vehicles transporting loose aggregates or similar materials on or off site
- (d) Details of construction access
- (e) Location and size of on-site compounds, including the design layout of any proposed temporary artificial lighting systems
- (f) Details of any temporary hardstandings;
- (g) Details of temporary hoarding;
- (h) Method for the control of noise with reference to BS5228 together with a monitoring regime
- (i) Measures to reduce vibration and mitigate the impacts on sensitive receptors together with a monitoring regime
- (j) Dust and air quality mitigation and monitoring
- (k) Water management including waste water and surface water discharge
- (l) Method statement for the prevention of contamination of soil and groundwater and air pollution, including the storage of fuel and chemicals, as necessary
- (m) A Site Waste Management Plan
- (n) Ecology and environmental protection and mitigation, as necessary
- (o) Community liaison including a method for handling and monitoring complaints, contact details for site managers.
- (p) Details of security lighting layout and design;
- (q) A procedure to deal with any unforeseen contamination, should it be encountered during development.

Works on site shall only take place in accordance with the approved CEMP, unless otherwise agreed in writing by the local planning authority.

Reason: In the interest of the amenity of residential properties in the vicinity of the site, in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy & Policies for the Management of Development DPD: Focused Review Consistency with National Planning Policy Framework 2015.

18 Submission of details - residential roads

Prior to the commencement of development and concurrently with the submission of reserved matters at Condition 2 above, details of the estate road(s), footway(s), cycleway(s), retaining wall(s), visibility splay(s), access(es) and turning space(s) shall be submitted to and agreed in writing by the local planning authority. The details to be

submitted shall include plans and sections indicating design, layout, levels, gradients, materials and method of construction. The estate roads, footways, cycleways, retaining walls, visibility splays, access(es) and carriage gradients shall be constructed in accordance with the agreed details, unless otherwise agreed in writing by the local planning authority

Reason: In the interests of securing a safe & accessible development in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy & Policies for the Management of Development DPD: Focused Review Consistency with National Planning Policy Framework 2015.

19 Sight splays & speed reduction measures

Prior to the commencement of development, details of sight splays and speed reduction measures shall be provided at all proposed junctions and bends in the road for approval in writing by the local planning authority. The approved sight splays and speed reduction measures shall thereafter be retained unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of securing a safe & accessible development in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy & Policies for the Management of Development DPD: Focused Review Consistency with National Planning Policy Framework 2015

20 Vehicle parking & turning areas

Prior to the commencement of development, and concurrently with the submission of reserved matters at condition 2 above, details of the parking (including garaging with a minimum internal dimension of 3metres in width x 7 metres in depth to be retained for the parking of cars) and turning areas proposed, which shall be laid out and drained in accordance with SUDS principles, shall be submitted for approval in writing by the local planning authority. Parking provision of at least 1.25 spaces per apartment, 2 spaces per house along with 0.25 spaces per visitor is required. The parking, garaging and turning areas for each respective dwelling shall thereafter be provided before they are occupied, and shall thereafter be retained for the purposes of parking/ turning, and in the approved form, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of highway safety, efficiency & amenity

21 Cycle parking

Prior to the commencement of development, and concurrently with the submission of reserved matters at condition 2 above, details of cycle parking facilities shall be submitted for approval in writing by the local planning authority. The approved cycle parking shall be provided prior to the dwelling to which they relate being first occupied, and shall thereafter be retained, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of securing a safe & accessible development in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy & Policies for the Management of Development DPD: Focused Review Consistency with National Planning Policy Framework 2015

22 Vehicle access sight splays

Prior to any vehicle access serving the proposed dwellings being brought into use, clear to ground level sight splays of 1.5 metres x 1.5 metres from the back of footway shall be laid out either side of the proposed access within the site, and maintained in the approved form at all times, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of securing a safe & accessible development in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy & Policies for the Management of Development DPD: Focused Review Consistency with National Planning Policy Framework 2015

23 Access roads, streets, footways & cycleways provision

None of the dwellings hereby permitted shall be occupied until the access road(s), street(s), footway(s) and cycleway(s) serving that dwelling have been constructed to the satisfaction of the local planning authority, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of securing a safe & accessible development in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy & Policies for the Management of Development DPD: Focused Review Consistency with National Planning Policy Framework 2015

24 Travel Plan

Prior to the commencement of development, a Travel Plan shall be submitted for approval in writing by the local planning authority. The Travel Plan shall include detailed and specific measures to reduce the number of journeys made by car to the site, and shall include specific details of the operation and management of the proposed measures. The commitments stated in the Travel Plan shall be binding on the applicants or their successors in title. The measures shall be implemented prior to the occupation of the approved dwellings, or in such other phased arrangement to be agreed in writing by the local planning authority, and shall thereafter be retained unless otherwise agreed in writing by the local planning authority. Upon written request, the applicant or their successors in title shall provide the local planning authority with written details of how the measures contained in the Travel Plan are being undertaken at any given time.

Reason: In the interests of securing an accessible, safe, healthy & sustainable development in accordance with Policies PMD2 & PMD10 of the adopted Thurrock LDF Core Strategy & Policies for the Management of Development DPD: Focused Review Consistency with National Planning Policy Framework 2015

Positive and proactive statement

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

assessed the proposal in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Documents:

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

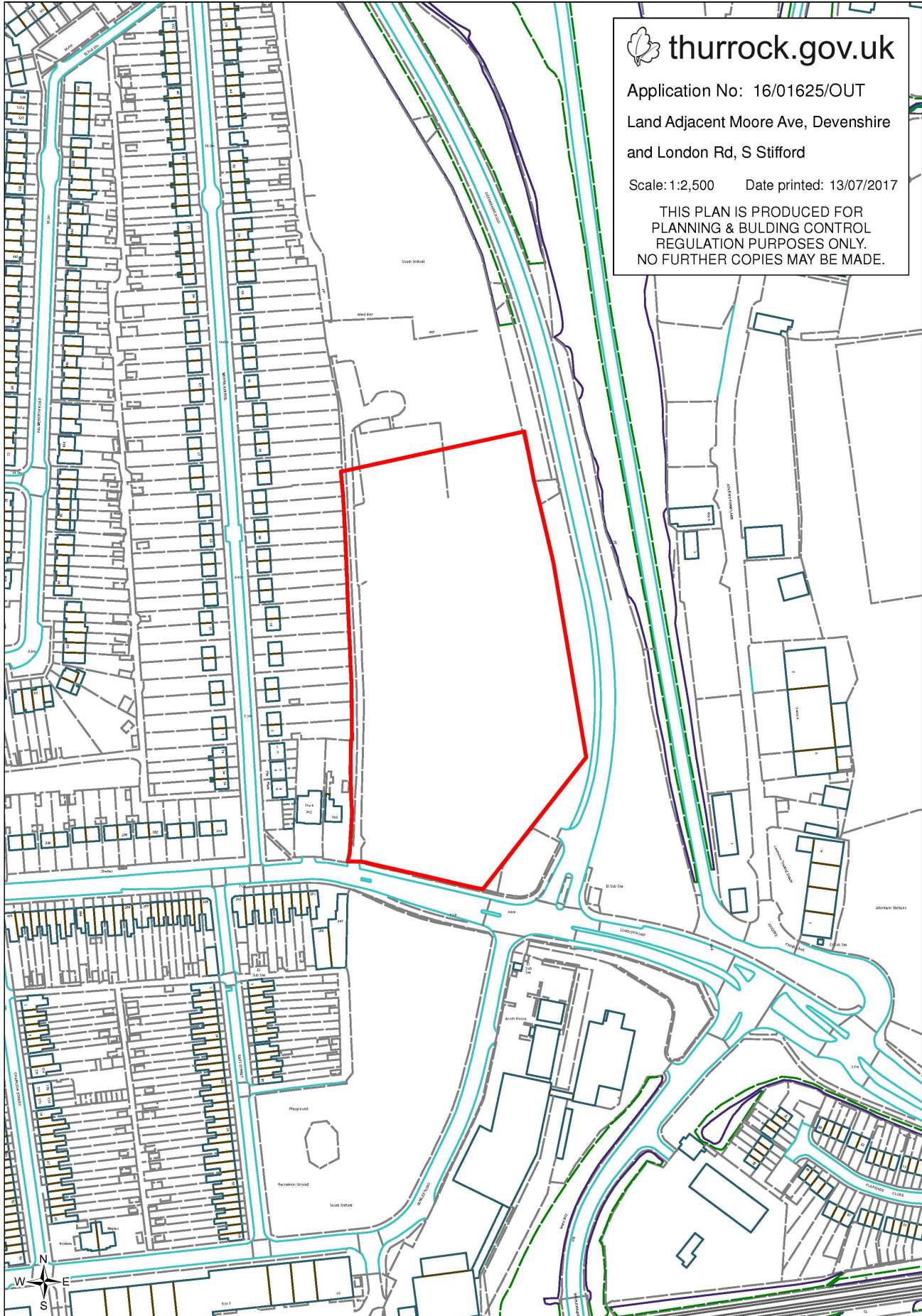
www.thurrock.gov.uk/planning



Application No: 16/01625/OUT
Land Adjacent Moore Ave, Devenshire
and London Rd, S Stifford

Scale: 1:2,500 Date printed: 13/07/2017

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Reference: 17/00521/FUL	Site: 6 Tennyson Avenue Grays Essex RM17 5RG
Ward: Grays Thurrock	Proposal: Conversion of existing 5 bedroom house to 2 one bedroom apartments and creation of two bedroom bungalow to rear (resubmission of 16/00361/FUL - Conversion of existing 5 bedroom house to 3 one bedroom apartments)

Plan Number(s):		
Reference	Name	Received
1199 01 Rev P1	Existing Floor Plans and Elevations	18 April 2017
1199 02 Rev P4	Proposed Floor Plans and Elevations	18 April 2017

The application is also accompanied by: - Design and Access Statement	
Applicant: Mr & Mrs Sherriff	Validated: 18 April 2017 Date of expiry: 28 July 2017 (Extension of time agreed with Applicant)
Recommendation: Approve, subject to conditions.	

This application is scheduled for determination by the Council's Planning Committee because the previous application to which this proposal relates (16/00361/FUL) was determined by the Planning Committee.

1.0 DESCRIPTION OF PROPOSAL

- 1.1 This application seeks planning permission for the redevelopment of the existing 5 bedroom house into 2 x 1 bedroom apartments with shared private amenity to the rear and parking to the front. The development would not result in any changes to the external appearance of the house.
- 1.2 The existing annexe to the rear of the property would become an independent dwelling through the proposals, with its own private amenity area and undercroft car parking beneath the existing first floor side extension to the house.

1.3 A refuse area for all of the properties would be provided to the front of the house.

2.0 SITE DESCRIPTION

2.1 The site is located to the eastern end of Tennyson Avenue adjacent to Piggs Corner Residential Home. The site presently comprises a 5 bedroom house which has been extended. There is also a self-contained family annexe at the rear of the garden.

3.0 RELEVANT HISTORY

Reference	Description	Decision
16/00361/FUL	Conversion of existing 5 bedroom house to 3 one bedroom apartments	Refused and dismissed on appeal [reference APP/M1595/W/16/3157488]
12/00537/NMA	Removal of window from bedroom to bathroom, and move skylight from bathroom to bedroom	Approved
11/00343/HHA	Detached two bedroom family annexe in rear garden	Approved
06/00037/FUL	Two storey side and rear extension and ground floor rear extension.	Approved

4.0 CONSULTATIONS AND REPRESENTATIONS

4.1 Detailed below is a summary of the consultation responses received. The full version of each consultation response can be viewed on the Council's website via public access at the following link:

www.thurrock.gov.uk/planning

PUBLICITY:

4.2 The application has been advertised by way of neighbour letters and a site notice. Objections have been received from 13 different addresses raising the following concerns:

- Impact on character of the area;
- Accessibility;
- Increased traffic;
- Usability of the parking spaces;
- Overlooking;
- Increased noise and disturbance;
- Annexe building – use was conditioned for family only;

- Intensification of the site;
- Precedent;
- Proximity to Piggs Corner Residential Home;

4.3 THURROCK COUNCIL HIGHWAYS:

No objection.

5.0 POLICY CONTEXT

National Planning Policy Framework

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

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

6. Delivering a wide choice of high quality homes

7. Requiring good design

Planning Practice Guidance (PPG)

5.3 In March 2014 the Department for Communities and Local Government (DCLG) launched its planning practice guidance web-based resource. This was accompanied by a Written Ministerial Statement which includes a list of the previous planning policy guidance documents cancelled when the NPPF was launched. PPG contains 42 subject areas, with each area containing several sub-topics. Those of particular relevance to the determination of this planning application comprise:

- Design;
- Planning obligations and;
- The use of planning conditions.

Local Planning Policy

Thurrock Local Development Framework

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

Thematic Policies:

- CSTP22 Thurrock Design
- CSTP23: Thurrock Character and Distinctiveness²

Policies for the Management of Development:

- PMD1: Minimising Pollution and Impacts on Amenity²
- PMD2: Design and Layout²
- PMD8: Parking Standards³
- PMD12: Sustainable Housing and Locations

[Footnote: ¹New Policy inserted by the Focused Review of the LDF Core Strategy. ²Wording of LDF-CS Policy and forward amended either in part or in full by the Focused Review of the LDF Core Strategy. ³Wording of forward to LDF-CS Policy amended either in part or in full by the Focused Review of the LDF Core Strategy].

Focused Review of the LDF Core Strategy

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

Thurrock Local Plan

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

6.0 ASSESSMENT

BACKGROUND

- 6.1 This application follows planning application 16/00361/FUL which was refused by the Council in May 2016 and subsequently dismissed on appeal by the Planning Inspectorate in January 2017. The appeal was dismissed because the Planning Inspector considered the parking arrangements to the rear of the house to be unacceptable. The Planning Inspector did not raise any objection to the principle of converting the house into flats or the annexe to the rear becoming an independent unit of living accommodation.
- 6.2 In an attempt to address the objections raised by the Planning Inspectorate the applicant has reduced the number of units by one and reconfigured the parking arrangements so that it does not utilise the rear garden.
- 6.3 The principal issues to be considered in this case are therefore:
1. Plan designation and principle of development
 2. Relationship of development with surroundings
 3. Infrastructure Improvements and Affordable Housing
1. PLAN DESIGNATION AND PRINCIPLE OF DEVELOPMENT
- 6.4 The site is within the residential area of Grays and as set out above, the principle of development has been accepted through the appeal decision where the Planning Inspectorate raised no objection to the conversion of the house to flats or the annexe becoming an independent unit of living accommodation.
2. RELATIONSHIP OF DEVELOPMENT WITH SURROUNDINGS
- 6.5 In determining the appeal in 2016, the Inspector found the conversion of the house to flats to be compatible with the mixed character of the area. Accordingly, there are no objections to the application on this basis. The development is considered to comply with Policies PMD2 and CSTP22 of the Core Strategy and the relevant criteria in the NPPF.
- 6.6 The proposed flats would exceed the minimum internal floor standards required in Annexe 2 of the Local Plan. The development would also make appropriate provision for amenity space for the future occupiers of the flats. On the basis that 2 x 1 bedroom flats are proposed a minimum of 50sqm of usable private amenity space should be provided to meet policy standards. In this case, the proposals would provide 148 sqm of amenity space.
- 6.7 The annexe, which measures 62sq.m (integral) would be served by a private amenity area of 70 sq.m which is only marginally below the recommended minimum of 75sq.m. as set out in Annexe 2 of the Local Plan 1997. Given this very marginal shortfall, no objection is raised on this basis.

- 6.8 The previous application included parking spaces for the flatted units and the bungalow in the rear garden. These parking spaces have been removed in the current scheme. The spaces for the bungalow are shown in the under croft of the main building at the front of the site. Accordingly, vehicle movements would no longer take place in the rear garden area, reducing the impact of the use of this building as a separate unit. This issue of vehicular noise and disturbance was key to the Inspector dismissing the appeal. The Council's Highway Officer has raised no objection to the parking arrangements. The proposal is therefore considered to have overcome the matters that the Inspector found to be unacceptable.

3. INFRASTRUCTURE IMPROVEMENTS AND AFFORDABLE HOUSING

- 6.9 Policy PMD16 of the Core Strategy indicates that where needs would arise as a result of development; the Council will seek to secure planning obligations under Section 106 of the Town and Country Planning Act 1990 and any other relevant guidance. The proposal is for a small scale development and no infrastructure requirements have been identified arising from this development at this time. Accordingly, it is not considered necessary for an s.106 contribution in this instance.

7.0 CONCLUSIONS AND REASON(S) FOR APPROVAL

- 7.1 The proposal is considered acceptable as the issue upon which the Inspector dismissed the appeal has been addressed. The reduction of the proposal by one unit and reconfiguration of the parking has addressed the issue of parking within the rear garden and the resultant impact on neighbour amenity. In light of the foregoing, the additional unit to the rear that would be created is not considered to be objectionable.

8.0 RECOMMENDATION

Approve, subject to the following conditions:

Condition(s):

TIME LIMIT

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

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

PLANS

2. The development hereby permitted shall be carried out in accordance with the

following approved plans:

Plan Number(s):		
Reference	Name	Received
1199 01 Rev P1	Existing Floor Plans and Elevations	18 April 2017
1199 02 Rev P4	Proposed Floor Plans and Elevations	18 April 2017

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

NO ADDITIONAL HARDSURFACING OR VEHICLE ACCESS

- 3. Other than the hardsurfacing shown the approved plans, no additional hardsurfacing shall be carried out on site whatsoever, unless previously agreed in writing by the Local Planning Authority. In addition, vehicle parking shall not take place other than in the areas shown to the front of the building for 2 flats or in the undercroft for the bungalow. No vehicle movements beyond the rear of the main building shall take place.

Reason: In the interests of the privacy and amenity of adjacent occupiers in accordance with Policies PMD1 and PMD2 of the Adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development 2015).

REMOVAL OF PERMITTED DEVELOPMENT RIGHTS

- 4. Notwithstanding the provisions of Schedule 2, Part 1, Classes A, B, C, D or E of the Town & Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no extensions shall be erected to the single storey dwelling hereby permitted.

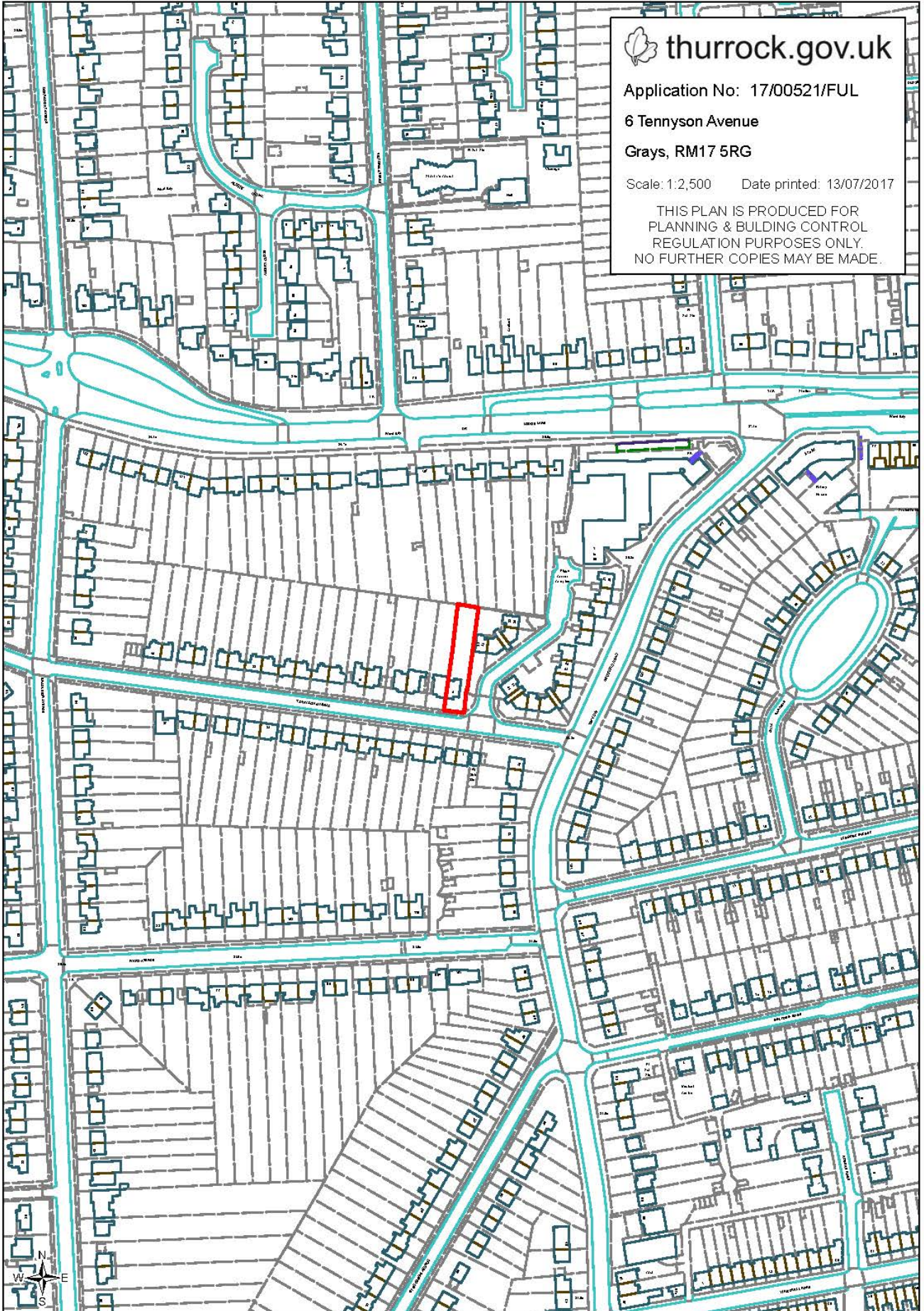
Reason: In the interests of amenity and to ensure that the proposed development is satisfactorily integrated with its immediate surroundings in accordance with Policies PMD2 and PMD2 of the Adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development 2015

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

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework. Furthermore, Members of the planning committee took the decision to grant planning permission as the proposal has been considered acceptable.

Documents:

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online:
www.thurrock.gov.uk/planning



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Reference: 17/00548/REM	Site: Land To east of Euclid Way and South of West Thurrock Way West Thurrock Essex
Ward: West Thurrock and South Stifford	Proposal: Approval of reserved matters (layout, scale, appearance and landscaping) for Phase 1 of the outline part of application ref. 13/01231/FUL, comprising the construction of 214 residential dwellings, new public open space, car parking and associated infrastructure works

Plan Number(s):		
Reference	Name	Received
AA4678-2001A	Site Location Plan	16th May 2017
AA4678-2002A	Site Constraints Plan	16th May 2017
AA4678-2003C	Proposed Masterplan	29th June 2017
AA4678-2004E	Proposed Site Layout	6th July 2017
AA4678-2005F	Proposed Floor Plans	6th July 2017
AA4678-2006C	Dwelling Type Plan	29th June 2017
AA4678-2007F	Parking Plan	6th July 2017
AA4678-2008C	Proposed Cycle Plan	29th June 2017
AA4678-2009C	Proposed Refuse Storage Plan	29th June 2017
AA4678-2010C	PV Plan	29th June 2017
AA4678-2011C	Materials Layout Plan	29th June 2017
AA4678-2015A	Street Elevations 1, 2, 3	16th May 2017
AA4678-2016	Street Elevations	16th May 2017
AA4678-2017B	Street Elevations 6	7th June 2017
AA4678-2021A	Perimeter Block A Front Elevations	16th May 2017
AA4678-2022A	Perimeter Block A Rear Elevations	16th May 2017
AA4678-2023A	Perimeter Block B Front Elevations	16th May 2017
AA4678-2024A	Perimeter Block B Rear Elevations	16th May 2017
AA4678-2025A	Perimeter Block C Rear Elevations	16th May 2017
AA4678-2026A	Perimeter Block D Elevations	16th May 2017

AA4678-2027B	Perimeter Block E Front Elevations	7th June 2017
AA4678-2028B	Perimeter Block E Rear Elevations	7th June 2017
AA4678-2029B	Elevations	7th June 2017
AA4678-2030B	Perimeter Block E Rear Elevations	7th June 2017
AA4678-2031B	Perimeter Block G Front Elevations	7th June 2017
AA4678-2032B	Perimeter Block G Rear Elevations	7th June 2017
AA4678-2033A	Elevations	16th May 2017
AA4678-2051A	House Type A1	16th May 2017
AA4678-2052A	House Type B1	16th May 2017
AA4678-2053A	House Type C1	16th May 2017
AA4678-2054A	House Type D1	16th May 2017
AA4678-2055A	House Type E1	16th May 2017
AA4678-2056A	House Type M2	16th May 2017
AA4678-2057A	House Type A2	16th May 2017
AA4678-2058A	House Type A3	16th May 2017
AA4678-2059A	House Type B2	16th May 2017
AA4678-2060A	House Type B3	16th May 2017
AA4678-2061A	House Type C2	16th May 2017
AA4678-2062A	House Type D2	16th May 2017
AA4678-2063A	House Type E2	16th May 2017
AA4678-2064A	House Type M1	16th May 2017
AA4678-2065A	Block 1 Plans	16th May 2017
AA4678-2066A	Block 1 Elevations	16th May 2017
AA4678-2067A	Block 2 Plans	16th May 2017
AA4678-2068A	Block 2 Elevations	16th May 2017
AA4678-2069A	Block 3 Plans 1	16th May 2017
AA4678-2070A	Block 3 Plans 2	16th May 2017
AA4678-2071A	Block 3 Elevations	16th May 2017
AA4678-2072A	Block 4 Plans 1	16th May 2017
AA4678-2073A	Block 4 Plans 2	16th May 2017
AA4678-2074A	Block 4 Elevations	16th May 2017
AA4678-2075A	Block 5 Plans	16th May 2017
AA4678-2076A	Block 5 Elevations	16th May 2017
AA4678-2077	House Type E3	16th May 2017
AA4678-2078A	Cycle Store	16th May 2017
AA4678-2079A	Refuse Store Plans	16th May 2017
PR095-01F	Pocket Park Details	29th June 2017

PR095-02G	Landscape Masterplan	29th June 2017
1630-WSP-00-00-DR-CE-01-I	Masterplan Proposed Layout	29th June 2017
1630-WSP-00-00-SK-CE-08-E	Proposed Cycle Route	29th June 2017
1630-WSP-00-00-SK-CE-07-E	Proposed Layout and Tracking of Square	29th June 2017
1630-WSP-00-XX-DR-CE-03-F	Street Hierarchy Plan	29th June 2017

<p>The application is also accompanied by:</p> <ul style="list-style-type: none"> - Design and Access Statement (inc. Landscape Design), prepared by PRP Architects and Matt Lee - Landscape Architecture; - Planning Statement, prepared by Savills; - Drainage Statement, prepared by WSP Parsons Brinckerhoff; - Energy Statement, prepared by BBS Environmental; - Arboricultural Impact Assessment, prepared by Southern Ecological Solutions; - Noise Impact Assessment, prepared by SRL Technical Services Limited; - Air Quality Assessment, prepared by SRL Technical Services Limited; - Construction Method Statement and Construction Management Plan, prepared by Bellway Homes Ltd (Essex); - Full Residential Travel Plan (Issue 3) FINAL, prepared by WSP Parsons Brinckerhoff. 	
<p>Applicant: Bellway Homes Ltd (Essex)</p>	<p>Validated: 24 April 2017 Date of expiry: 28 July 2017 (Extension of time agreed with applicant)</p>
<p>Recommendation: Approve, subject to conditions</p>	

This application is scheduled for determination by the Council's Planning Committee because the hybrid planning application to which this application relates (13/01231/FUL) was considered and determined by the Council's Planning Committee.

1.0 DESCRIPTION OF PROPOSAL

- 1.1 In May 2015 Thurrock Council granted outline planning permission for the *'Demolition of existing buildings and redevelopment to provide: in detail: a superstore extending 6,694 sq.m. (GIA) (Use Class A1) and petrol filling station; restaurants extending 704 sq.m. (GIA) (Use Class A3); a drive-through restaurant extending 246 sq.m. (GIA) (Use Class A3/5); community space extending 1,026*

sq.m. (GIA) (Use Class D1/2); and associated car parking, landscaping and highways improvements; in outline (all matters reserved except access): up to 320 residential units (Use Class C3) and associated highways improvements. Hybrid application' (ref: 13/01231/FUL). In summary, full planning permission was granted for non-residential elements comprising a retail foodstore etc. and outline permission was granted for a residential development of up to 320 dwellings. The permission was subject to a number of planning conditions and a s106 legal agreement.

- 1.2 This application relates to Phase 1 of the residential element and comprises the submission of reserved matters addressing layout, scale, appearance and landscaping for the construction of 214 residential dwellings, new public open space, car parking and associated infrastructure works. Details to satisfy condition nos. 3 (reserved matters), 8 (boundary treatments), 11 (renewable energy), 16 (surface water drainage), 17 (demolition and CEMP), 27 (external materials), 28 (bin stores), 32 (travel plan) and 44 (noise insulation) have also been submitted as part of this application.
- 1.3 Table 1 below summarises some of the main points of detail contained within the development proposal:

Site Area	Approximately 5 hectares					
Density	42.8 dwellings per hectare					
Total dwellings	Type (ALL)	1-bed	2-bed	3-bed	4 bed	TOTAL
	Houses	0	53	43	22	118
	Flats	28	68	0	0	96
	TOTAL	28	121	43	22	214
Building Height	Two storey houses, three and four storey apartments blocks					
Public Open Space	0.62 Ha, comprising Central Park and the Attenuation Pond area					
Car Parking	1 and 2-bed flats – 1 allocated space per flat (total 96) 2-bed houses – 1 allocated space per house + 0.5 unallocated space per house 3-bed houses – minimum 1 allocated space (2 spaces where available) + 0.5 unallocated spaces per house (total for 2 & 3-bed houses 119) 4-bed houses – 2 allocated spaces per house + 0.5 unallocated space per house (total 46) Visitor / unallocated spaces total 73					

Overall total: 334 (equivalent to 1.56 spaces per dwelling)

1.4 Vehicular access arrangements for the whole of the site were approved with the outline permission and the residential development is from West Thurrock Way. Highways mitigation measures, particularly associated with the approved foodstore were provided within the outline application and a s.106 legal agreement will deliver financial contributions which can be used by the Council to improve accessibility to the site from elsewhere within the Lakeside Basin. More specifically, the obligations would deliver payments to enable additional pedestrian crossing facilities on West Thurrock Way, a payment towards provision of a hopper bus service linking the site and Lakeside Basin and a contribution which will deliver plaza / public realm improvements.

1.5 Below is a description of the proposal as it relates to the submitted reserved matters:

1.6 Appearance

A modern contemporary design is proposed and promoted by the applicant as an opportunity to define quality housing within an area which is presently dominated by commercial and industrial uses. The proposed housing types comprise six basic house types, with a small number of variations within these six styles. Proposed flats are arranged in five separate blocks with two types of accommodation. Houses would be finished with facing brick with either tiled pitched roofs or monopitched roofs finished with a standing seam membrane. Flat blocks would be finished in brickwork and cladding with either pitched, tiled or flat roof forms. Proposed elevations are modern in appearance incorporating 'oversized' window openings and distinctive 'banded' brickwork at ground floor level.

1.7 Landscaping

Proposed public open space would comprise a large area of space at the centre of the site which will provide a central communal open space. This 'Central Park' will be laid out to a contemporary design with raised lawn areas and some significant groups of trees. This urban pocket park will feature white concrete retaining walls with timber slatted seats designed to resonate with the character of the exposed areas of chalk cliff that define the edges of the wider Lakeside basin. Additionally, street trees are proposed to be planted along access routes within the site.

1.8 Layout

The layout features robust street blocks comprising both houses and flats, areas of public open space, roads and footways. Each property would generally have access to off-street car parking, although some houses would benefit from in-curtilage car parking. Each house would have a private garden and the flat blocks are generally arranged to overlook areas of public open space and some flats would have private balconies.

1.9 Scale

The development would comprise 2-storey houses. The flat blocks would be 3 to 4 storeys high.

2.0 SITE DESCRIPTION

- 2.1 The application site is an irregularly shaped parcel of land generally located to the south of West Thurrock Way (B186) and in-between the Tony Le Voi car dealership roundabout (to the east) and the Weston Avenue roundabout junction to the west. Euclid Way forms the western boundary of the site. On the northern side of the B186 opposite the site are retail and restaurant uses (The Range, Currys, Home Sense, Pizza Hut etc.) with associated car parking and circulation areas. To the south the site is bordered by business and light industrial uses within a commercial park located on the northern side of Motherwell Way. To the west of the site are retail uses and parking areas located on the 'Tunnel Estate'. To the south of this estate and to the west of Euclid Way are a range of commercial uses, including vehicle servicing, located on Central Avenue and Joddrell Way. To the east of the site is the Costco retail warehouse building and associated car parking areas.
- 2.2 Commercial uses currently occupy the Phase 2 residential area adjacent to West Thurrock Way. These uses comprise, arranged from west to east, the vacant former Harry Ramsden's restaurant, Frankie & Benny's restaurant, the vacant former Gala bingo building, a drive-through KFC restaurant, a Vauxhall car dealership, a Kia car dealership and finally a TGI Friday's restaurant. All of these uses have associated parking and circulation areas, access roads and amenity tree planting. A foul water pumping station is located immediately to the south of West Thurrock Way to the west of the TGI Friday's use. It should be noted that this Phase 2 residential area is not part of the current site.
- 2.3 The current site comprises open and undeveloped land characterised by scrub and ruderal vegetation. The site formed part of the former chalk quarry and workings which occupied what is now the Lakeside Basin. The site is located within the high risk flood zone (Zone 3) with ground levels falling across the site from north (2.7m

AOD) to south (-0.4m AOD). Levels at West Thurrock Way next to the site are noticeably higher than the site at approximately 4m A.O.D. The site contains a surface water balancing pond close to its eastern boundary.

3.0 RELEVANT HISTORY

There is an extensive planning history for the application site. However, it is considered the only relevant application is the recent outline permission. The early planning history for the site includes planning applications associated with the winning and working of chalk.

Reference	Description	Decision
13/01231/FUL	Demolition of existing buildings and redevelopment to provide: in detail: a superstore extending 6,694 sqm (GIA) (Use Class A1) and petrol filling station; restaurants extending 704 sqm (GIA) (Use Class A3); a drive-through restaurant extending 246 sqm (GIA) (Use Class A3/5); community space extending 1,026 sqm (GIA) (Use Class D1/2); and associated car parking, landscaping and highways improvements; in outline (all matters reserved except access): up to 320 residential units (Use Class C3) and associated highways improvements. Hybrid application.	Approved
17/00343/NMA	Application for a non-material amendment following a grant of planning permission: Proposed removal of condition no. 10 (Code for Sustainable Homes) of planning permission ref. 13/01231/FUL	Approved
17/00679/FUL	Application for remediation and associated engineering works for Phase 1 of the outline part of planning permission 13/01231/FUL	Under consideration

4.0 CONSULTATIONS AND REPRESENTATIONS

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

4.2 ESSEX COUNTY COUNCIL - ARCHEAOLGY:

No objection.

4.3 EMERGENCY PLANNING:

Request a planning condition requiring a site specific flood warning and evacuation plan.

4.4 ENVIRONMENT AGENCY:

No objection.

4.5 ENVIRONMENTAL HEALTH:

No objection.

4.6 ESSEX AND SUFFOLK WATER

No objection.

4.7 FLOOD RISK MANAGER:

No comments raised with regard to the reserved matters submission.

4.8 HIGHWAYS:

No objection subject to condition

4.9 HOUSING:

No objection.

4.10 LANDSCAPE AND ECOLOGY ADVISOR:

No objection.

4.11 NATURAL ENGLAND:

No objection.

4.12 PUBLICITY:

This application has been advertised by way of individual neighbour notification letters, press advert and public site notices which has been displayed nearby.

One neighbour letter response has been received from an adjoining commercial occupier supporting the principle of housing in the area but querying land ownership and lease issues.

5.0 POLICY CONTEXT

National Planning Guidance

National Planning Policy Framework (NPPF)

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

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

- 1. Building a strong, competitive economy
- 4. Promoting sustainable transport
- 6. Delivering a wide choice of high quality homes
- 7. Requiring good design
- 8. Promoting healthy communities
- 10. Meeting the challenge of climate change, flooding and coastal change
- 11. Conserving and enhancing the natural environment.

Planning Practice Guidance

5.3 In March 2014 the Department for Communities and Local Government (DCLG) launched its planning practice guidance web-based resource. This was accompanied by a Written Ministerial Statement which includes a list of the previous planning policy guidance documents cancelled when the NPPF was launched. PPG contains 48 subject areas, with each area containing several subtopics. Those of particular relevance to the determination of this planning application comprise:

- Climate change
- Design
- Determining a planning application

- Environmental Impact Assessment
- Flood risk and coastal change
- Health and wellbeing
- Housing – optional technical standards
- Land affected by contamination
- Natural environment
- Noise
- Open space, sports and recreation facilities, public rights of way and local green space
- Planning obligations
- Renewable and low carbon energy
- Transport evidence bases in plan making and decision-taking
- Travel plans, transport assessments and statements in decision-taking
- Use of planning conditions.

Local Planning Policy

Thurrock Local Development Framework (2011)

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

Spatial Policies:

- CSSP1 (Sustainable Housing and Locations)
- CSSP3 (Sustainable Infrastructure)

Thematic Policies:

- CSTP1 (Strategic Housing Provision)
- CSTP9 (Well-being: Leisure and Sports)
- CSTP14 (Transport in the Thurrock Urban Area: Purfleet to Tilbury)
- CSTP15 (Transport in Greater Thurrock)
- CSTP18 (Green Infrastructure)
- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)
- CSTP25 (Addressing Climate Change)
- CSTP26 (Renewable or Low-Carbon Energy Generation)
- CSTP27 (Management and Reduction of Flood Risk)

Policies for the Management of Development:

- PMD1 (Minimising Pollution and Impacts on Amenity)

- PMD2 (Design and Layout)
- PMD3: Tall Buildings
- PMD4 (Historic Environment)
- PMD5 (Open Spaces, Outdoor Sports and Recreational Facilities)
- PMD7 (Biodiversity, Geological Conservation and Development)
- PMD8 (Parking Standards)
- PMD9 (Road Network Hierarchy)
- PMD10 (Transport Assessments and Travel Plans)
- PMD12 (Sustainable Buildings)
- PMD13 (Decentralised, Renewable and Low Carbon Energy Generation);
- PMD15 (Flood Risk Assessment)
- PMD16 (Developer Contributions)

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

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

Thurrock Local Plan

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

5.7 Thurrock Design Guide

This Guide was adopted in March 2017 as a Supplementary Planning Document to the adopted Core Strategy and should be considered as a material consideration in the determination of planning applications.

6.0 ASSESSMENT

BACKGROUND

The assessment below principally those matters which were reserved for future consideration when outline planning permission for the residential elements were granted permission, namely:

- Appearance;
- Landscaping;
- Layout; and
- Scale

- 6.1 The principle of the residential development on the site for up to 320 residential units (to which this land parcel forms the first phase) was established through the outline planning permission granted in 2015 (ref. 13/01231/FUL). The outline permission was subject to a number of planning conditions which require information to be provided for the reserved matters (condition 3), which are assessed below.
- 6.2 Members are reminded that the outline consent was also subject to a s106 planning obligation which secured financial contributions principally towards highway works and public realm improvements. It is not possible to revisit the terms of the s.106 through the assessment of this application or to re-consider the parameters established by the outline permission as this application seeks approval only for the matters that were reserved at the outline stage.

I. ACCESS

- 6.3 By way of background, the matter of access was considered and approved via the outline planning permission. An approved access parameter plan established that access to the site would be taken from the existing roundabout junctions located to the south of the TGI Fridays building and south of the KFC building. These roundabout junctions provide access onto West Thurrock Way and, in turn, access to the wider road network. The current application proposes two main points of access from the roundabout junctions which link to an internal road. There is also a proposed third point of access at the south-west boundary, which connects to Euclid Way and runs parallel to the Western boundary to the site. This third access would provide a pedestrian and cycle link only, although the s106 agreement requires that the detailed scheme should be able to accommodate a bus route and also seeks funding for the provision of a bus service. These points of access are in accordance with the parameters approved by the outline permission.

- 6.4 Detailed comments received from the Highways Officer consider that the main access meets contemporary standards. As the main access accords with the parameters established by the outline permission and meets contemporary standards, no objections are raised to this element of the current submission.
- 6.5 The proposed arrangement of residential roads and associated cycle / footpaths follows a geometric pattern with secondary roads aligned parallel with the main thoroughfare. All secondary roads would be accessed from the main access road. The spacing of secondary roads would be broadly equidistant, lending the development a rhythm and uniformity.
- 6.6 With regard to public transport, as noted above the provision of road infrastructure for a hopper bus was part of the s106 agreement, with monies for the service contributed directly to the Council. Local bus routes run along Heron Way / Motherwell Way to the south and east of the site and West Thurrock Way to the east. Chafford Hundred railway station is located approximately 630m (straight line distance) from the closest part of the site.
- 6.7 In conclusion under this heading, the points of access for the development were approved by the outline permission and this reserved matters submission for the first phase of residential development accords with the established access parameters.

II. APPEARANCE

- 6.8 This development would be the first residential scheme located in the Lakeside Basin and therefore, the site provides an exciting opportunity create a new residential neighbourhood within the basin. The applicant has engaged with Officers through pre-application discussions allowing the scheme to be developed holistically. The appearance is modern and clean. A limited number of house and flat types are proposed with a simple palette of finishing materials. These factors would lend the appearance of the development a consistency which would assist in creating a sense of place.
- 6.9 With regard to detailed appearance, three brick types (red, buff and contrast dark coloured) are proposed for the houses with one type of interlocking grey tile. All house types would incorporate 'oversized' window openings to the front facing elevation. Similarly, all house types would incorporate a brick banding feature, with recessed and projecting courses to create a design feature which 'ties' the different house types together. The five apartment blocks would similarly feature banded brickwork details. It is considered that the palette of proposed materials is used effectively to create a distinct sense of place

- 6.10 Therefore, the proposed appearance of the development would deliver the quality required by both national and local policies and is supported. In particular, the proposals promote the use of both good quality finishing materials and a defining architectural 'language' across the site which would create a strong and distinct sense of place. It is considered that the appearance of the development would meet the key aims of the Thurrock Design Strategy in ensuring high quality development and responding to context.

III. LANDSCAPING

- 6.11 The proposed layout design includes an area of public open space within the centre of the site which will provide a central communal open space, as well as a setting and backdrop for two of the flat blocks. The pocket park (Central Park) will be laid out to a contemporary design with raised lawns and groups of trees. This urban pocket park will feature white concrete retaining walls with timber slatted seats.
- 6.12 The centre of the pocket park features a triangular shaped space containing sculptural benches and tree planting. The proposed paving pattern will feature lines of blue block paving that will create an abstract pattern and create opportunities for informal play. The southern and western boundaries of the pocket park will feature linear bands of planting and an avenue of street trees which will further define the edge of the park. This arrangement will provide a feeling of enclosure from within the park, whilst also facilitating good surveillance from the adjacent street and from the houses that overlook this space from the south and west.
- 6.13 An existing surface water attenuation pond at the eastern edge of the site will be enhanced to form a key focal landscape feature at the eastern end of the pocket park. The edge of the existing pond will be remodelled to change the shape of the pond in plan form to enable a direct footpath link to provide convenient access from the adjoining road through to the pocket park. The storage volume of the pond will remain as existing but it would be de-silted and new marginal planting would be established around its perimeter. The edge of the new 3m wide link path will be defined by a galvanised steel balustrade. A decked viewing area with seating is to be created to provide a quiet area to overlook the pond.
- 6.14 All streets within the development would feature appropriate tree planting to define the routes and break-up groups of parking bays.
- 6.15 A new 'gateway green' is to be created at the south-western corner of the site. This space will also facilitate a footpath/cycleway link to the south.
- 6.16 The outline planning permission referred to a limited number of landscape parameters and the only relevant approved parameter to this phase is that the existing pond at the eastern boundary should be retained and improved. As

explained above, the proposals include the retention and enhancement of the pond and the proposals are consistent with the outline permission in this respect. Given the context of surrounding commercial development, the detailed landscaping proposals introduce beneficial tree and shrub planting and would provide suitable areas of landscaped public open space. The detailed landscaping proposals are therefore supported.

IV. LAYOUT

- 6.17 The applicant carried out an appraisal of the surrounding context to help inform the layout of the development. It is considered important to recognise that although the Core Strategy identifies the Lakeside Basin as a town centre where a greater mix of uses, including residential are encouraged, this development is the first residential scheme in the Basin. Accordingly there may be an unconventional relationships between the existing commercial and proposed residential development.
- 6.18 The submitted masterplan has four distinct but related character areas and these are described below:

The Perimeter Gateway Character Area

- 6.19 This is the outer northern fringe of the proposed residential development and has direct relationship with the existing road and the adjoining commercial and retail establishments. This is also where the primary vehicular access is made into the area and provides a gateway to the scheme. There are two proposed apartment buildings, one either side of the entrance road which will rise to three storeys in this location. Buildings would be arranged to face onto both the access road and adjoining commercial uses of the north.

The Primary Frontage Area

- 6.20 To the south of the the 'Perimeter Gateway', the main routes including the potential bus link would be defined by strong built frontages that surround the central open space and define the primary east-west and north-south routes.

Neighbourhood Streets and Squares

- 6.21 The secondary roads within the site would form squares and perimeter blocks of terraced houses, with some larger detached houses on corner plot locations. Lower category roads with a low design speed in these areas would be likely to result in a pedestrian-friendly and domestic character.

Park Setting Character Area

- 6.22 The proposed four-storey apartment buildings located on the northern side of ‘Central Park’ would create a spine of denser development through the middle of the site. Importantly, the proposed four-storey buildings are ‘front-facing’ on all elevations and therefore will address the open space as well as the adjoining street network. In order to comply with the height parameters as set out in the approved outline parameter plans, flat roofs are proposed to these buildings. These buildings also have a relationship with the open pond on the eastern boundary and are therefore inherently different in their function to the gateway apartments blocks.
- 6.23 All houses on-site would be served by a private rear garden space and the rear gardens would be regular in shape. Rear garden depths generally measure at least 10 metres, apart from a very small number of plots. Plot nos. 23, 24, 25, 163 and 189 would have minimum rear garden depth of 8 – 9m, however as rear garden areas are regular in shape a reasonable rear garden area would be available. Elsewhere within the back-to-back relationships between proposed dwellings are considered acceptable with a minimum 20 metre window to window distance. Where rear garden depths are less than 10m (as described above) a back-to-flank relationship is proposed such that privacy would be reasonably safeguarded.
- 6.24 The layout of the development includes a total of 334 car parking spaces, with the allocation of spaces between dwellings as described in the table at paragraph 1.3 above. The outline planning application submitted in 2013 was accompanied by a Transport Assessment (TA) to consider the impact of the combined commercial and residential development. Initial comments on the outline submission from the Highways Officer raised concerns principally regarding impact on peak hour traffic queues arising from the Class A1 foodstore. A range of measures were secured by the outline permission to mitigate this impact. The TA referred to Core Strategy policy PMD8 (Parking Standards) and therefore the Council’s Draft Thurrock Parking Standards and Good Practice (2012) are applicable to the current case.
- 6.25 Draft Standards for both houses and flats are dependent on the accessibility of the site in question, with accessibility defined as follows:

High Accessibility	within 1km walking distance of a railway station and within an existing or proposed controlled parking zone
Medium Accessibility	within 1km walking distance of a designated town centre or within 400m walking distance of a bus stop served by a service with a 20 minute frequency
Low Accessibility	areas outside of High and Medium Accessibility

- 6.26 In this case, the eastern part of the site is within a 1km walking distance of Chafford Hundred railway station and all of the site is within a controlled parking zone (either

waiting restrictions or controlled access parking areas). The remaining south-western part of the site is within the Lakeside Town Centre, as defined by the Core Strategy. The proposed dwellings are therefore in either the High or Medium Accessibility zones. Draft Standards suggest a range of between 0 – 1.25 parking spaces per flat and between 0 – 2 spaces per house plus 0.25 visitor spaces per dwelling for both the applicable accessibility zones.

- 6.27 Assuming a worse-case scenario where all of the site is within the medium accessibility zone (which is not the case) a minimum parking provision of 326 spaces is suggested. The proposed provision exceeds this figure.
- 6.28 When considering the issue of car parking provision, it should be remembered that the site is within a commercial setting of surrounding retail and other commercial uses. Opportunities for overspill parking from the development are very limited with roads within the site not physically connected to adjoining sites to the south and west. Retail uses to the north and east of the site are served by large surface parking areas which are subject to physical controls (access gates) and car parking management arrangements. Taking all factors into account it is considered that the proposed parking provision is appropriate for this location.
- 6.29 In conclusion under this heading, the proposed layout is acceptable.

V. SCALE

- 6.30 The approved parameters for this phase of the residential development limit maximum building height to four storeys. All of the proposed houses would be two storeys high, with the flat blocks between three and four-storeys. The proposals therefore comply with the approved parameters.
- 6.31 Accordingly it is concluded that the scale of development proposed by the current application is acceptable.

7.0 CONCLUSIONS AND REASON(S) FOR APPROVAL

- 7.1 This proposal would bring forward the first phase of residential development at this site and would provide a range of housing needed for this area. The development on previously developed land would contribute 214 units to the Council's 5 year housing land supply in terms of paragraph 47 of the NPPF and towards the housing requirements identified in Core Strategy policies CSSP1 and CSTP1. The proposal has been subject to negotiation with officers to ensure that a high quality design is brought for the site in accordance with Core Strategy policies.
- 7.2 The application has been subject to a consultation and publicity process and all material considerations relevant to this reserved matters application have been

assessed and are considered acceptable with regard to compliance with the parameters of the outline permission as well as the requirements of the NPPF and Core Strategy policies.

8.0 RECOMMENDATION

8.1 That the Reserved Matters be approved, subject to the following conditions:

Accordance with the plans

1. The development shall be carried out in accordance with the following approved drawings:

AA4678-2001A	Site Location Plan
AA4678-2002A	Site Constraints Plan
AA4678-2003C	Proposed Masterplan
AA4678-2004E	Proposed Site Layout
AA4678-2005F	Proposed Floor Plans
AA4678-2006C	Dwelling Type Plan
AA4678-2007F	Parking Plan
AA4678-2008C	Proposed Cycle Plan
AA4678-2009C	Proposed Refuse Storage Plan
AA4678-2010C	PV Plan
AA4678-2011C	Materials Layout Plan
AA4678-2015A	Street Elevations 1, 2, 3
AA4678-2016	Street Elevations
AA4678-2017B	Street Elevations 6
AA4678-2021A	Perimeter Block A Front Elevations
AA4678-2022A	Perimeter Block A Rear Elevations
AA4678-2023A	Perimeter Block B Front Elevations
AA4678-2024A	Perimeter Block B Rear Elevations
AA4678-2025A	Perimeter Block C Rear Elevations
AA4678-2026A	Perimeter Block D Elevations
AA4678-2027B	Perimeter Block E Front Elevations
AA4678-2028B	Perimeter Block E Rear Elevations
AA4678-2029B	Elevations
AA4678-2030B	Perimeter Block E Rear Elevations
AA4678-2031B	Perimeter Block G Front Elevations
AA4678-2032B	Perimeter Block G Rear Elevations
AA4678-2033A	Elevations
AA4678-2051A	House Type A1
AA4678-2052A	House Type B1
AA4678-2053A	House Type C1

AA4678-2054A	House Type D1
AA4678-2055A	House Type E1
AA4678-2056A	House Type M2
AA4678-2057A	House Type A2
AA4678-2058A	House Type A3
AA4678-2059A	House Type B2
AA4678-2060A	House Type B3
AA4678-2061A	House Type C2
AA4678-2062A	House Type D2
AA4678-2063A	House Type E2
AA4678-2064A	House Type M1
AA4678-2065A	Block 1 Plans
AA4678-2066A	Block 1 Elevations
AA4678-2067A	Block 2 Plans
AA4678-2068A	Block 2 Elevations
AA4678-2069A	Block 3 Plans 1
AA4678-2070A	Block 3 Plans 2
AA4678-2071A	Block 3 Elevations
AA4678-2072A	Block 4 Plans 1
AA4678-2073A	Block 4 Plans 2
AA4678-2074A	Block 4 Elevations
AA4678-2075A	Block 5 Plans
AA4678-2076A	Block 5 Elevations
AA4678-2077	House Type E3
AA4678-2078A	Cycle Store
AA4678-2079A	Refuse Store Plans
PR095-01F	Pocket Park Details
PR095-02G	Landscape Masterplan
1630-WSP-00-00-DR-CE-01-I	Masterplan Proposed Layout
1630-WSP-00-00-SK-CE-08-E	Proposed Cycle Route
1630-WSP-00-00-SK-CE-07-E	Proposed Layout and Tracking of Square
1630-WSP-00-XX-DR-CE-03-F	Street Hierarchy Plan

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the details as approved.

Parking Provision

2. The areas shown on drawing ref. AA4678-2007 Ref. F as car parking spaces shall be provided prior to the first occupation of the dwellings they serve and thereafter kept available for such use. Notwithstanding the Town & Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no development shall be carried out on the site so as to preclude the use of the

parking spaces for their intended purposes.

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

3. Prior to the first occupation of the development a written scheme for the long term management of the allocated parking spaces shown on drawing ref. AA4678-2007 Ref. F shall be submitted to an approved in writing by the local planning authority. Thereafter the parking spaces shall be managed in accordance with the approved scheme.

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

4. Prior to the occupation of any dwelling with on-plot car parking pedestrian sight lines of 1.5 metres by 1.5 metres each side of the proposed vehicle crossovers shall be provided and shall thereafter be permanently maintained free of any obstruction exceeding 600mm high when measured from the level of the adjoining highway carriageway.

Reason: In the interests of highway and pedestrian safety and in accordance with Policy PMD2 of the Thurrock Core Strategy and Policies for the Management of Development DPD (as amended) (2015)

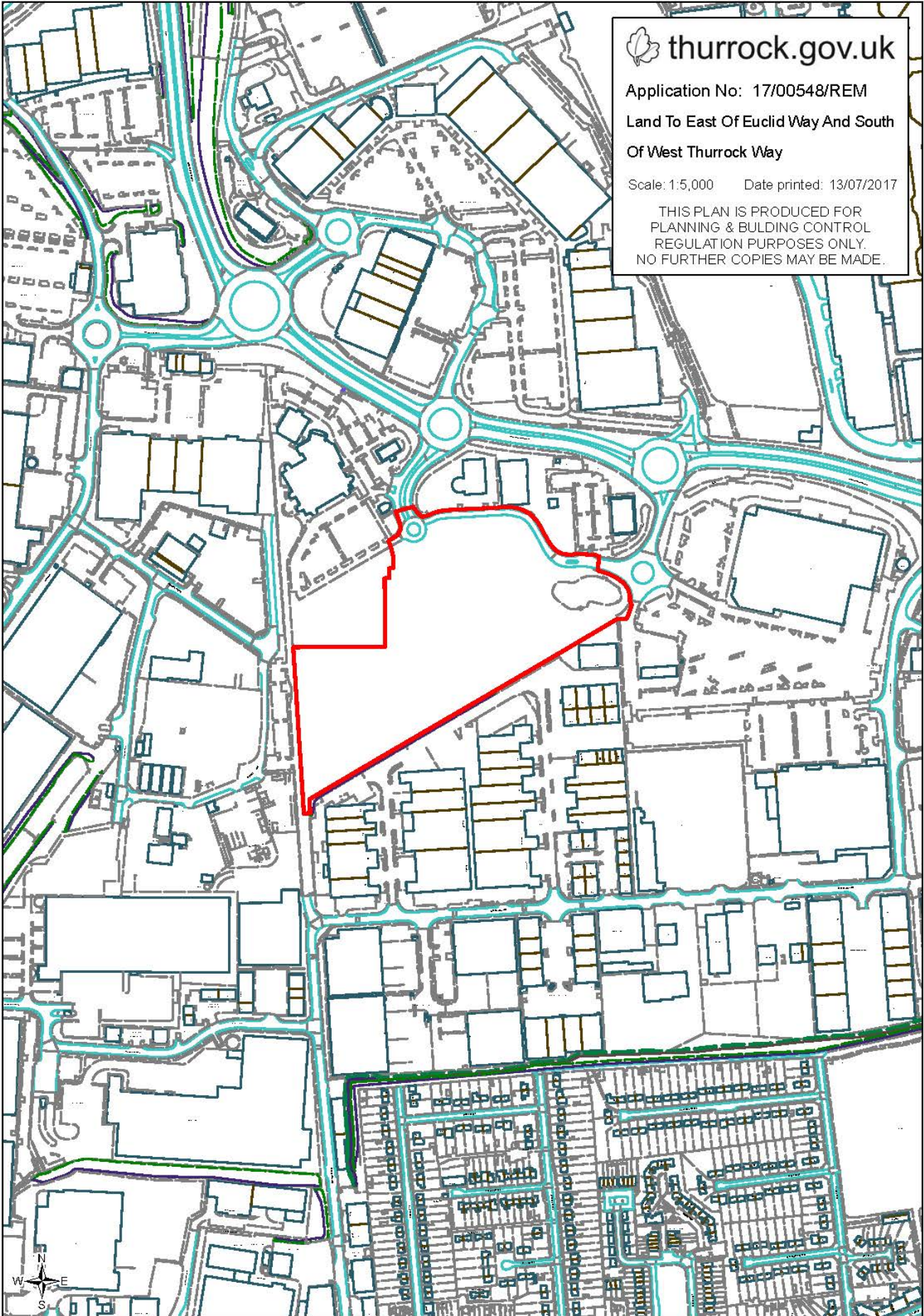
Positive and proactive statement

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant/Agent, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has assessed the proposal in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Documents:

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

www.thurrock.gov.uk/planning



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Reference: 16/00923/FUL	Site: Land to north of Rosebery Road, Castle Road and Belmont Road, Grays
Ward: Grays Riverside	Proposal: Erection of 80 no. one, two and three storey houses (10 x 2 bed bungalows, 6 x 2 bed houses, 52 x 3 bed houses, 12 x 4 bed houses) with associated roads, parking, refuse and bicycle storage and amenity space.

Plan Number(s):		
Reference	Name	Received
PL01 Rev. P1	Site Location Plan	30.06.16
PL02 Rev. P1	Site Layout as Existing	30.06.16
PL03 Prev. P1	Site Sections as Existing	30.06.16
PL100 Rev. P2	Site Layout as Proposed	16.12.16
PL102 Rev. P2	Elevations Sheet 2 (Street)	16.12.16
PL103 Rev. P2	Elevations Sheet 3 (Street)	16.12.16
PL104 Rev. P2	Elevations Sheet 4 (Street)	16.12.16
PL105 Rev. P2	Elevations Sheet 5 (Street)	16.12.16
PL106 Rev. P2	Elevations Sheet 6 (Street)	16.12.16
PL107 Rev. P2	Elevations Sheet 7 (Street)	16.12.16
PL108 Rev. P2	Elevations Sheet 8 (Street)	16.12.16
PL109 Rev. P2	2B3P Bungalow	16.12.16
PL110 Rev. P2	2B4P Bungalow	16.12.16
PL111 Rev. P2	2B4P 2st House	16.12.16
PL112 Rev. P2	3B5P 2st House	16.12.16
PL113 Rev. P2	3B6P 3st House	16.12.16
PL114 Rev. P2	4B7P 3st House	16.12.16
PL115 Rev. P1	Proposed Bin & Bicycle Stores	30.06.16
PL116 Rev. P1	2B4P 2st EoT House (Plot 75)	16.12.16
PL117 Rev. P1	3B5P 2st EoT House: Plots 46 & 66	16.12.16
D0254_001 Rev. M	Hardworks and Softworks 1 of 2	16.12.16
D0254_002 Rev. M	Hardworks and Softworks 2 of 2	16.12.16
D0254_005 Rev. B	Typical Mound and Rain Garden Details	16.12.16
D0254_006 Rev. A	Rain Garden Drainage Design Intent	16.12.16
D0254_007	Landscape Masterplan	16.12.16
14660/T/01-02	Topographical Survey Sheet 1 of 2	30.06.16
14660/T/02-02	Topographical Survey Sheet 2 of 2	30.06.16

The application is also accompanied by:

- Air Quality Assessment & addendum
- Design & Access Statement
- Ecology Report & addendum
- Energy Statement
- Flood Risk Assessment
- Framework Travel Plan
- Geo-environmental Desk Study
- Hazard Installations Proximity Assessment
- Noise Assessment
- Transport Assessment & addendum
- Tree Quality Survey
- Surface Water Drainage Strategy

Applicant:

Gloriana Thurrock Ltd

Validated:

5 July 2016

Date of expiry:

31 August 2017 (extension of time agreed)

Recommendation: Grant planning permission subject to completion of a s106 legal agreement and planning conditions.

This application is scheduled for determination by the Council's Planning Committee because of the scale and strategic nature of the development.

1.0 DESCRIPTION OF PROPOSAL

1.1 In summary, this application proposes the residential redevelopment of the site. The principal elements of the proposals are summarised in the table below:

Site Area	2.49 hectares
Residential Uses	10 no. two-bed bungalows 6 no. two-bed houses 52 no. three-bed houses 12 no. four-bed houses TOTAL: 80 dwellings
Density	32 dwellings per hectare
Height	One to three storeys
Car Parking	134 in-curtilage spaces 49 on-street spaces

TOTAL: 183 spaces

1.2 The application proposes the comprehensive residential redevelopment of the site with a mix of two-bedroom bungalows and two or three-storey houses providing two, three or four bedroom accommodation. In detail, the proposals include the provision of 10 no. bungalows which are “*specifically designed for the elderly*” and are adaptable to full wheelchair use. The 70 no. two and three-storey houses would have a gross internal floor space between 93 sq.m. and 138 sq.m. floorspace. The application proposes a mixed tenure to include 28 affordable homes (35%), comprising 20 homes for affordable rent and 8 intermediate (shared ownership). The allocation of affordable dwellings across the proposed house types is shown in the table below.

House Type	Social Rent	Intermediate	Private Sale
Two-bed bungalow	4	2	4
Two-bed house	6	0	0
Three-bed house	10	5	37
Four-bed house	0	1	11
TOTAL	20 (25%)	8 (10%)	52 (65%)

Layout:

1.3 In broad terms the new housing would be arranged within short terraces which form a continuation of the existing residential terraces in Belmont, Castle and Rosebery Roads to the south of the site, with an east-west terrace aligned parallel to the site’s northern boundary. Development along Castle Road, which forms the central of the three spur roads to the south, would be extended northwards into the site in the form of a soft-landscaped square framed by the proposed bungalows. Either side of Castle Road, Belmont Road (to the east) and Rosebery Road (to the west) would be extended northwards with terraces of two-storey houses. The proposed north-south terraces would be terminated by a terrace of two and three-storey houses aligned east to west. All dwellings, including the proposed bungalows would include private rear garden areas. In addition to the landscaped ‘square’ adjacent to the proposed bungalows, the proposals also include two landscaped play areas on the eastern and western parts of the site.

Design and Appearance:

1.4 The proposals involve three basic house typologies comprising:

- i. single-storey, two bedroom bungalow;

- ii. two-storey, two or three-bedroom house; and
- iii. three-storey, three or four-bedroom house.

- 1.5 These typologies are exclusively arranged within short terraces, apart from one pair of semi-detached houses which are designed to 'turn the corner' at the site's north-western corner.
- 1.6 Two different house types within the two-bedroom bungalow typology are proposed. Both house types are modern in appearance with asymmetric mono-pitch roof forms and a distinctive 'chimney' feature on the party wall. The bungalows would be finished in facing brickwork with a standing seam zinc roof, aluminium window frames and timber joinery.
- 1.7 The proposed two-storey, two-bedroom house type would incorporate an asymmetrical pitched roof which would form a distinctive 'saw-tooth' gable feature across the terrace. Finishing material would comprise facing brickwork with a standing seam zinc roof, aluminium window frames and timber joinery. At first floor level the front elevation would include a projecting box feature framing a bedroom window. The two-storey, three-bedroom house type is similar in design and appearance to the two-bedroom variant.
- 1.8 The three-storey three and four-bed houses are similar in appearance, with finishing material as above. The typology would incorporate a conventional pitched roof form.

Landscaping

- 1.9 All of the proposed dwellings would benefit from the provision of a private rear garden. Hedge and tree planting is also proposed to front garden locations. To the front of the proposed bungalows would be a 'raingarden' comprising native and ornamental planting, grass mounds and seating. Two areas of public open space would serve the eastern and western parts of the site. These areas would contain informal natural play items and associated soft landscaping.
- 1.10 Access and Parking

Vehicle access and movements through the site would utilise a main one-way traffic loop, with a minor access loop adjacent to the southern boundary. The principal road access into the site would be from Rosebery Road, with egress onto Belmont Road. This main one-way street would include raised tables for traffic calming and footpaths on either one or both sides of the carriageway. Adjacent to the site's southern boundary a lower category road would provide a means of accessing the rear of existing dwellings in Rosebery, Castle and Belmont Roads, effectively

replacing an existing informal route. This road would also allow for vehicles to move between the residential roads to the south, without using the proposed new one-way road.

- 1.11 The development would provide in-curtilage car parking for each of the new houses. The 6 no. two-bedroom houses would be provided with 1no. parking space whilst the remaining 64 no. two and three-bedroom houses would be served by 2 no. spaces, indeed a small number of these properties could potentially accommodate a third in-curtilage parking space. 10 no. car parking spaces, including 8 no. spaces for disabled users would be located close to the proposed bungalows. A further 39 no. spaces are proposed on the main one-way road and the secondary road adjacent to the site's southern boundary. The applicant's Design and Access statement suggests that a number of these on-street parking spaces would be available for visitors and for use by residents of existing roads.

2.0 SITE DESCRIPTION

- 2.1 The site comprises a broadly rectangular-shaped parcel of land, extending to approximately 2.49 hectares in area and generally located to the south of Belmont Castle Academy school, west of Parker Road, north of Rosebery / Castle / Belmont Roads and east of Askews Farm Lane. The site has maximum dimensions of 215m (measured east-west) and 122m (measures north-south).
- 2.2 The site is currently vacant and largely overgrown with tree and scrub vegetation. Evidence suggests that the site is used for activities such as dog-walking and is also used as a pedestrian route linking the northern ends of Rosebery Road, Castle Road and Belmont Road with Parker Road. There is a small amount of fly-tipping on the site.
- 2.3 There are no built structures and historically the site was used for allotments from the 1950's until approximately the 1980's. Aerial photography reveals that that site has been in its current vacant states since at least 1999, with natural colonisation of the site with trees and shrubs increasing over time.
- 2.4 To the north of the site is the Belmont Castle Academy primary school, with the school playing field and other play areas adjoining the site. A palisade fence and tree planting separate the site from the school grounds. To the east of the site are industrial and commercial properties located at Askews Farm Lane. The eastern boundary of the site is formed by a private rear access serving the rear of dwellings in Parker Road.
- 2.5 The site is located within the low risk flood zone (Zone 1) and there are no statutory ecological designations affecting the site. The north-western part of the site is

within the outer consultation zone drawn around the Nustar Terminals Ltd hazardous substances storage site. There is a gentle fall in ground levels across the site from c.10m A.O.D at the northern boundary to c.6-7m A.O.D on the southern boundary.

3.0 RELEVANT HISTORY

Application Reference	Description of Proposal	Decision
92/00235/FUL	Siting of recycling centre	Withdrawn
95/00038/FUL	Proposed nursing home: 5 no. 30-bed single-storey houses with 1 no. two-storey administration building	Approved

4.0 CONSULTATIONS AND REPRESENTATIONS

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

4.2 PUBLICITY:

The application, as first submitted in July 2016 was advertised by way of press advertisement, site notices and individual neighbour notification letters which were sent to approximately 350 surrounding residential and commercial occupiers. Following the receipt of revised plans, the application was subject to re-consultation with neighbours in December 2016. In response to the July 2016 consultation 42 letters of objection were received, comprising 36 standard ‘pro-forma’ letters and 6 individual letters. The objections raise the following concerns:

- restricted vehicle access;
- increased traffic congestion;
- impact on air quality;
- additional car parking required;
- loss of open space;
- impact on wildlife and habitat;
- development would be out of character locally;
- impact on privacy;
- loss of light;
- increased pressure on schools and healthcare facilities;
- potential for anti-social behaviour; and
- disturbance during construction works.

One letter supporting the application was received in July 2016.

4.3 In December 2016 re-consultation letters were sent to those addresses who had responded to the original consultation. A further 4 letters of objection were received reiterating concerns previously expressed.

4.4 A letter of objection has also been received from the Essex Field Club stating that there is inadequate mitigation for the loss of habitat which is considered to be of nature conservation value.

4.5 The following consultation responses have been received:

4.6 ANGLIAN WATER:

No objection, subject to a condition addressing surface water management.

4.7 ENVIRONMENT AGENCY:

No reply received.

4.8 ESSEX COUNTY COUNCIL (ARCHAEOLOGY):

No archaeological conditions are recommended.

4.9 ESSEX & SUFFOLK WATER:

No objections.

4.10 HEALTH & SAFETY EXECUTIVE:

Do not advise against the grant of planning permission on safety grounds.

4.11 NHS ENGLAND:

No objections – there is no requirement to seek a primary healthcare contribution on this occasion.

4.12 ASSET MANAGEMENT:

No objections.

4.13 EDUCATION:

A financial contribution is required at both primary and secondary school level.

4.14 ENVIRONMENT HEALTH:

No objections – planning conditions should be included to require a construction environment management plan and a watching brief for unforeseen contamination. The impact of noise from industrial uses to the west on the development is acceptable. Noise from the adjacent school at playtimes is audible and cannot be dealt with as a statutory nuisance. The development will not an adverse impact on air quality.

4.15 FLOOD RISK MANAGEMENT:

No objection – subject to a condition addressing surface water management.

4.16 HIGHWAYS:

No objections, subject to conditions.

4.17 LANDSCAPE & ECOLOGY ADVISOR:

No objections – subject to conditions.

4.18 HOUSING & PLANNING ADVISORY GROUP:

Raise a number of general comments regarding tenure mix, connectivity, air quality and impact on infrastructure. No specific objections are raised.

5.0 POLICY CONTEXT

5.1 National Planning Policy Framework (NPPF)

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

1. Building a strong, competitive economy;

4. Promoting sustainable transport;
6. Delivering a wide choice of high quality homes;
7. Requiring good design;
8. Promoting healthy communities;
10. Meeting the challenge of climate change, flooding and coastal change; and
11. Conserving and enhancing the natural environment.

5.2 Planning Practice Guidance (PPG)

In March 2014 the Department for Communities and Local Government (DCLG) launched its planning practice guidance web-based resource. This was accompanied by a Written Ministerial Statement which includes a list of the previous planning policy guidance documents cancelled when the NPPF was launched. PPG contains 48 subject areas, with each area containing several subtopics. Those of particular relevance to the determination of a future planning application comprise:

- Air quality;
- Climate change;
- Design;
- Determining a planning application;
- Flood risk and coastal change;
- Natural environment;
- Noise;
- Planning obligations;
- Renewable and low carbon energy;
- Travel plans, transport assessments and statements in decision-taking; and
- Use of planning conditions.

5.3 Local Planning Policy

Thurrock Local Development Framework (as amended) (2015)

The Council originally adopted the “Core Strategy and Policies for the Management of Development Plan Document” in December 2011. The Core Strategy was updated in 2015 following an independent examination of the Core Strategy focused review document on consistency with the NPPF. The Adopted Interim Proposals Map accompanying the LDF shows the site as a ‘Housing Land Proposal’, with the far north-western part of the site allocated for ‘Community Facilities’. The indicative alignment of a road improvement also passes through the site. The following Core Strategy policies apply to the proposals:

SPATIAL POLICIES

- CSSP1: Sustainable Housing and Locations
- CSSP3: Sustainable Infrastructure
- OSDP1: Promotion of Sustainable Growth and Regeneration in Thurrock

THEMATIC POLICIES

- CSTP1: Strategic Housing Provision
- CSTP2: The Provision of Affordable Housing
- CSTP9: Well-being: Leisure and Sports
- CSTP10: Community Facilities
- CSTP11: Health Provision
- CSTP14: Transport in the Thurrock Urban Area: Purfleet to Tilbury
- CSTP18: Green Infrastructure
- CSTP20: Open Space
- CSTP22: Thurrock Design
- CSTP23: Thurrock Character and Distinctiveness
- CSTP25: Addressing Climate Change
- CSTP26: Renewable or Low-Carbon Energy Generation
- CSTP27: Management and Reduction of Flood Risk

POLICIES FOR MANAGEMENT OF DEVELOPMENT

- PMD1: Minimising Pollution and Impacts on Amenity
- PMD2: Design and Layout
- PMD3: Tall Buildings
- PMD5: Open Spaces, Outdoor Sports and Recreational Facilities
- PMD8: Parking Standards
- PMD9: Road Network Hierarchy
- PMD10: Transport Assessments and Travel Plans
- PMD12: Sustainable Buildings
- PMD13: Decentralised, Renewable and Low Carbon Energy Generation
- PMD15: Flood Risk Assessment
- PMD16: Developer Contributions.

5.4 Thurrock Local Plan

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

5.5 Thurrock Design Guide

This Guide was adopted in March 2017 as a Supplementary Planning Document to the adopted Core Strategy and should be considered as a material consideration in the determination of planning applications.

6.0 ASSESSMENT

6.1 The assessment below covers the following areas:

- I. Development plan designation & principle of development;
- II. Site layout and design issues;
- III. Impact on amenity;
- IV. Highways & transportation issues;
- V. Noise & air quality;
- VI. Nature conservation issues;
- VII. Flood risk;
- VIII. Sustainability;
- IX. Other matters; and
- X. Planning obligations

I. DEVELOPMENT PLAN DESIGNATION & PRINCIPLE OF DEVELOPMENT

6.2 The Policies Map accompanying the adopted Thurrock LDF Core Strategy (as amended) (2015) defines the majority of the site as a 'housing land proposal' subject to policies CSSP1 (Sustainable Housing and Locations) and CSTP1 (Strategic Housing Provision). Policy CSSP1 refers principally to housing delivery and refers to the Borough-wide delivery of 23,250 dwellings between 2001 and 2026. To this end, the policy states, inter-alia, that new residential development will be directed to previously developed land in the urban area, outlying settlements and other existing built-up areas. Policy CSTP1 also refers to housing growth targets, a general approach to housing density and the mix of new dwellings. In this case, the proposals include a mix of two, three and four-bed family houses and two-bed bungalows for more elderly occupants. With reference to density, the proposals would result in a relatively low density of 32 dwellings per hectare (dph), compared to approximately 60 dph for roads to the south of the site. However, the proposed density is still within the 30-70 dph range referred to by the policy for areas outside of town centres.

6.3 A small part of the site, which would form the rear gardens of plots in the north-western corner, is allocated as land for community facilities (Belmont Castle Academy) by the LDF policies map. This particular allocation includes land currently forming the playing field to the west of the school buildings which are not

affected by the current proposals. Consequently there is no conflict with Core Strategy policy CSTP12 (Education and Learning).

- 6.4 The LDF policies map also indicates a new road proposal linking Parker Road to the east to the London Road / Askews Farm Road via the site. The Further Issues and Options Consultation for the Site Specific Allocations and Policies Local Plan (2013) identifies the indicative alignment of a new link between Askew Farm Lane to Parker Road via the site (ref. LTSR8). Progression of the Site Specific Allocations and Policies Local Plan has been suspended indefinitely and therefore this transport proposal is not a material consideration which can be afforded any significant weight. Nevertheless, the layout of the proposals would allow for a partial east-west link through the site, although the completion of such a link would rely on land outside of the current application site.
- 6.5 In conclusion under this heading, the residential development of the site as proposed would comply with adopted Development Plan policy and would deliver a valuable contribution towards housing land supply. The proposed density and mix of dwelling types is also supported.

II. SITE LAYOUT & DESIGN ISSUES

- 6.6 The site is broadly rectangular in shape and the proposed layout of development adopts a logical and efficient approach by extending northwards the existing terraces at Belmont Road and Rosebery Road. In visual terms, the existing terrace at Castle Road would also continue into the site via the proposed bungalows, although the existing carriageway of Castle Road would not be extended northwards. The extended terraces would be joined together by a terrace of dwellings aligned east-west and parallel to the northern boundary of the site. This broad arrangement of building blocks would invite views and vistas into the site from the adjoining roads (to the south) and would ensure that the new development would appear as an extension to the existing community to the south. The proposed layout would also ensure that the arrangement of back-to-back relationships between dwellings would be maintained. The proposed position of rear gardens adjoining the school grounds would ensure the relative security of this boundary.
- 6.7 All dwellings (both houses and bungalows) would benefit from access to a private rear garden area. Proposed rear garden depths would vary between 9m (minimum) and 25m (maximum), although the majority of rear gardens would be c.15m in depth. The 10 no. proposed bungalows, which are intended for occupation by the elderly, would have shallower rear gardens of c.5.5m depth. However, given the nature of the intended occupation these dimensions are considered appropriate. Saved Annex 1 of the Thurrock Local Plan (1997)

suggests a minimum rear garden depth of 12m and so the vast majority of proposed dwellings would comfortably exceed this minimum dimension.

- 6.8 The proposed layout of the site would result in back-to-back relationships between new plots. Saved Annex 1 refers to a minimum 20m privacy distance between principal windows and this distance is met. Annex 1 also suggests minimum rear garden areas related to the gross floorspace of the dwellings. Rear garden areas for all of the new houses are considered to be satisfactory and are generally larger than adjoining rear gardens to the south and east. This factor is reflected in the lower density of development. The proposed bungalows would not meet the suggested Annex 1 standard. However, given the intended occupiers for these units a relaxation is justified.
- 6.9 A small number of proposed plots (nos. 75-80) would be arranged in a back-to-back relationship to existing dwellings in Parker Road (nos. 79-87). A minimum distance of c.32m would separate existing and proposed dwellings on this part of the site, in excess of the suggested 20m privacy distance. This relationship would not be significantly different to existing back-to-back distances between Parker Road and Belmont Road.
- 6.10 The layout of the site would include three areas of open space. At the centre of the site north of Castle Road, a 'rain garden' measuring approximately 650sq.m. would provide an open area for surface water attenuation, grass mounds as habitat creation and seating area. All of the proposed bungalows would face towards the rain garden which would function as an open square defining the central part of the site. On the eastern and western parts of the site two further parcels of open space are proposed totalling approximately 1,000sq.m. in area. This public open space would provide new native planting as well as natural play items. All of the site is within easy walking distance (maximum 260m) of the Parker Road Park to the east, which provides formal play equipment and a large area of open space. In this context the on-site provision of open space is acceptable. All of the new areas of open space would be overlooked on at least two sides by new dwellings.
- 6.11 With regard to design issues, the Thurrock Design Guide was adopted as a supplementary planning document and endorsed as a material consideration in the determination of planning applications in March 2017. Section 3 of the Guide ('Designing in Context') requires applicants to appraise a development site by taking the following considerations into account:
- understanding the place;
 - working with site features;
 - making connections ; and
 - building in sustainability.

It is considered that the Design & Access Statement (and Addendum) accompanying the application provides a thorough understanding of the context of the site and the physical constraints influencing the opportunities for development.

6.12 With regard to the scale of the proposed development a mix of one, two and three-storey dwellings are proposed. Existing terraced housing to the south and east of the site is predominantly two-storey in scale, apart from limited three-storey development at 'Graylands' on Rosebery Road. As the proposed three-storey dwellings would be located adjacent to the site's northern boundary there would be a transition across the site from the established two-storey scale of development to the south. Consequently there are no objections to the proposed storey heights. Indeed the proposed mix of heights would help to create character areas across the site.

6.13 Section 4 of the Thurrock Design Guide refers to place typologies and both the context of the site and the proposed development correspond to a 'residential neighbourhood typology. Key design requirements for this typology include:

- a robust landscape framework;
- a permeable layout integrated with existing development;
- proposals that positively address streets and spaces; and
- contemporary interpretation of local vernacular to create a sense of place.

It is considered that the proposals respond positively to the first three points mentioned above.

6.14 With reference to the appearance of new development, guidance within NPPF generally requires good design and in particular encourages a strong sense of place, developments which are visually attractive as a result of good architecture and developments which respond to local character while not preventing innovation. Residential roads adjoining the site comprise early 20th century residential terraces with pitched, tiled roofs and a mixture of finishing materials (brick / painted render / pebbledash). The proposals would maintain the existing typology of terraced dwellings. However, the development would represent a modern manifestation of the terraced house typology with distinctive 'saw-tooth' gable features and projecting box features to frame first floor windows. Proposed finishing materials would include traditional elements (facing brickwork and timber doors) alongside modern components (standing seam zinc roofs). It is considered that the architecture and materials of the development would result in a distinctive place which would be visually attractive to occupant and visitors. The layout and design of the proposed are commended.

- 6.15 After the submission of the application in July 2016 the proposals were the subject of a design review undertaken by the Design Council / CABE. In summary the review concluded that although the principle of development was appropriate and there were good design intentions, there were unresolved issues around the treatment of traffic, parking and how these elements related to the public realm. In response to these comments the applicant submitted revised plans and an addendum to the Design & Access Statement. The revisions principally reduced the extent of roadway on the western part of the site to produce a more pedestrian-friendly and less engineered layout. The revised proposals have also introduced further soft landscaping into and adjacent to the public realm and have downgraded the status of the southern loop access road. It is considered that the revisions have adequately addressed the comments raised by the Design Review, within the context of the site's constraints.

III. IMPACT ON AMENITY

- 6.16 The closest sensitive receptors to the site are occupiers of existing dwellings to the south and east. As noted above, the back-to-back relationship from plot nos. 75-80 to existing residents would exceed suggested guidance and therefore there would be no unacceptable loss of residential amenity with reference to privacy, sunlight or daylight. At the north-eastern corner of the site the side wall of plot no. 45 would face towards the rear of nos. 95-99 Parker Road with a minimum distance of some 26m between buildings. Windows in the flank elevation of plot no. 45 would serve non-habitable floorspace (landings / stairwells) and consequently there would be no demonstrable harm to amenity.
- 6.17 Plot nos. 46, 56, 61, 66 and 75 located closest to the site's southern neighbours would be arranged in a flank-to-flank relationship to existing properties, with a minimum distance of approximately 9m separating respective flank walls. As the new dwellings would be positioned to the north of existing residents there would be no harm to amenity by way of loss of daylight or sunlight.
- 6.18 The consideration of noise issues appears elsewhere within this report.

IV. HIGHWAYS & TRANSPORTATION ISSUES

- 6.19 Existing Conditions:

The residential roads to the south of the site (Rosebery, Castle and Belmont Roads) provide pedestrian and vehicular access to the site. All three roads terminate to the north with turning heads, which are also used as informal car parking areas. Dwellings in all three roads are served by a rear access and there are un-made access routes parallel to the southern boundary of the site to link the

roads to these rear accesses. There are no yellow-line waiting restrictions on Rosebery, Castle or Belmont Roads and evidence suggests that residents park vehicles on both sides of these streets which can limit the two-way passage of vehicles. London Road is located approximately 250m from the centre of the site. Both eastbound and westbound bus services (nos. 22, 22A, 25, 44, 73, 73A, 83, 100 and 201) are routed along London Road, with bus stops located on both sides of London Road close to the Castle Road junction. Grays railway station is located some 1.1km walking distance from the centre of the site.

6.20 Proposed Road Layout:

As noted above Rosebery, Castle and Belmont Roads are cul-de-sacs terminated with turning heads which are subject to overspill on-street parking. The proposals incorporate a clock-wise one-way system for vehicles using the 'main' road within the site, such that residents and visitors to the development would access via Rosebery Road and egress via Belmont Road. In addition to the main road, a 'secondary' access loop road would be formed parallel to the site's southern boundary. This secondary loop would replace the existing unmade access route which allows residents in Rosebery, Castle and Belmont Roads to access the rear of these properties. The implications of this arrangement for existing road users on the adjoining residential streets are set out below:

- 6.21 Rosebery Road – the initial section of Rosebery Road within the site would be two-way in order to allow for access to the allotment gardens. However, vehicles travelling northwards from Rosebery Road into the site would continue in a clock-wise direction to egress onto Belmont Road and continue southwards towards London Road.
- 6.22 Castle Road – vehicles travelling northwards into the site from Castle Road would turn left only onto the secondary loop road (parallel to the southern boundary) to emerge at Rosebery Road. Two-way movements along Rosebery Road would be available at this point where vehicles emerge from Castle Road.
- 6.23 Belmont Road – vehicles from the development would egress via Belmont Road to connect, in turn, to London Road. Vehicles travelling northwards along Belmont Road into the site would use the secondary loop road in order to access either Castle Road or Rosebery Road.
- 6.24 The access proposals would ensure an orderly arrangement for vehicles accessing and egressing the site and also maintain rear access for existing residents via the secondary access loop. The Council's Highway Officer has raised no objection to the access / egress arrangements proposed.

6.25 Car Parking:

The Draft Thurrock Parking Standards and Good Practice (2012) recommends a range of residential parking provision based partly on the accessibility of the site. This document defines “high accessibility” as within 1km walking distance of a railway station and within a controlled parking zone. Medium accessibility comprises those sites within 1km walking distance of a designated Town Centre or within 400 metres of a bus stop that is subject to a minimum service of 20mins or less. The site meets both of the qualifying criteria for medium accessibility and, as parts of the site are within 1km walking distance of Grays railway station, the site is close to qualifying as a high accessibility location.

6.26 However, on the basis of medium accessibility the draft 2012 standards suggest between 1.5 and 2 parking spaces per dwelling and 0.25 spaces per dwelling for visitors and unallocated car parking. Based on the above, the proposed development of 80 no. dwellings would require between 140 and 180 parking spaces. As the development provides a total of 183 car parking spaces the suggested maximum standard is exceeded.

6.27 However, as evidence suggests that existing residents to the south use the turning heads (within the site) for informal car parking the applicant has tried to ensure that the new development does *“not increase parking pressure on the streets beyond the site”*. To this end of the 183 car parking spaces which are provided a total of 49 are on-street. It would be reasonable to assume the 10 of these 49 on-street spaces would be allocated to occupiers of the bungalows (indeed the Design and Access Statement ‘allocates’ one on-street parking space per bungalow) and that 20 spaces would be generally allocated to visitors of the new development. This would leave 19 car unallocated parking spaces to potentially compensate for any existing spaces in the turning heads which are ‘lost’ to the development. Planning conditions are suggested below to both ensure the retention of car parking spaces and requires the submission and implementation of a car parking allocation and management plan. Therefore, judged against the draft 2012 standards the proposed car parking provision is acceptable.

6.28 A number of objectors to the application have cited parking problems and the applicant acknowledges within the Design & Access Statement that this issue was raised locally during three pre-submission consultation exercises. It is clear that the proposals acknowledge the local car parking issue through the provision of unallocated parking within the site in excess of draft standards. As an aside it is noted that the applicant in this case is Gloriana Thurrock Ltd. It is arguable whether a ‘traditional’ housebuilder would formulate proposals to provide on-site car parking for off-site users if they were the applicant in this case.

V. NOISE & AIR QUALITY

- 6.29 The application is accompanied by a noise assessment which principally considers the impact on the development of noise from industrial uses west of the site at Askews Farm Lane. The assessment concludes that with the use of standard thermal double glazed window units internal noise levels within all habitable rooms will be acceptable. The Environmental Health Officer (EHO) confirms that results during the survey period indicate the site is, in noise terms, suitable for residential development and that BS8233:2014 internal noise guideline levels can be met with standard thermal double glazing. The EHO notes that the noise assessment confirms noise from the school grounds during playtimes is clearly audible and that there will be no possibility of dealing with noise from children playing as a statutory nuisance if complaints are received later on. Noise from the school grounds will occur at certain times of the day during term time only. This is not a factor which should restrict development of the site.
- 6.30 The initial consultation response from the EHO (July 2016) noted the presence of the London Road air quality management area (AQMA) a short distance to the south of the site. This AQMA is designated due to nitrogen dioxide (NO₂) and particulates (PM₁₀) generated by road traffic using London Road. The EHO therefore requested the submission of an Air Quality Assessment to consider the potential impact of additional vehicles from the site on the AQMA. An assessment was submitted in October 2016 and in response the EHO confirmed that the modelling methodology with the assessment was satisfactory and it was agreed that the development will not have an adverse impact on air quality.

VI. NATURE CONSERVATION ISSUES

- 6.31 The site does not form part of any area designated for nature conservation interest on either a statutory or non-statutory basis. Two Sites of Special Scientific Interest (SSSI) are located within 2km of the site, namely Lion Pit and Grays Thurrock Chalk Pit. These sites are designated for their geological importance habitat that supports an assemblage of invertebrate interest respectively. Given their distance from the site and the character of the proposals it is unlikely that the residential development would impact upon these statutory designations. Ten non-statutory Local Wildlife Sites are also located within 2km of the site though the development proposals would be unlikely to significantly harm the nature conservation interest of these sites.
- 6.32 The application is supported by an Ecological Appraisal. This appraisal includes a habitat survey which records that the site is characterised by dense bramble scrub with areas of improved grassland between the scrub. The applicant's appraisal does not consider that any of the habitats on site comprises priority habitat, such as

Open Mosaic Habitat (OMH). The Ecological Appraisal also includes the results of surveys for protected species and other notable species. Good populations of both slow worm and common lizard (both protected) were recorded on-site. The surveys also indicate that the site is occasionally used by foraging badgers, although there are no setts on-site. A total of four bird species of conservation concern (Dunnock, Linnet, Song Thrush and Whitethroat) were recorded nesting within the site. The assemblage of birds identified during survey work was considered typical of open spaces, woodland and gardens habitats. The appraisal considers that the site also forms an important foraging area for a local population of house sparrow and starling. A survey for invertebrates recorded a number of 'Red Book Data' and Biodiversity Action Plan / s.41 Natural Environment and Rural Communities Act priority species. However, the extent and quality of habitats on-site is assessed as insufficient to support significant populations. Therefore the appraisal concludes that the site is of no more than local importance for invertebrates.

- 6.33 The development of the site as proposed would lead to the loss of habitat which supports protected species (reptiles). The loss of habitat would also indirectly impact upon badgers and some bird species due to the loss of foraging areas. The loss of breeding habitat would also impact directly on a small number of priority bird species. Finally, the loss of habitat would have a local impact on invertebrates.
- 6.34 The Ecological Appraisal therefore includes a number of recommendations to mitigate these impacts. New habitats would be created on-site to mitigate for the loss of existing habitat. Reptile mitigation measures would include the capture and relocation of specimens to potential local receptor sites. Further monitoring for potential badger activity is also recommended. Mitigation measures for birds could include new habitat and bird boxes / nesting bricks. Soft landscaping within the public open space on-site could mitigate the impact of the development on invertebrate species. With inclusion of these mitigation measures, the applicant's appraisal assesses the residual impact on nature conservation interests as neutral.
- 6.35 The Essex Field Club has objected to the application as they consider that the on-site habitat is of higher value than the applicant suggests and there is inadequate mitigation for this loss. In particular, the Essex Field Club considers that the site displays the characteristics of OMH.
- 6.36 In response to this objection the applicant has submitted an addendum to the Ecological Appraisal which concludes that, as several qualifying criteria are not met, the site cannot be classified as OMH. Comments received from the Council's landscape and ecology advisor agree that the site does not comprise OMH as it fails to meet 3 of the 5 criteria used to identify this habitat. Proposed mitigation measures are considered appropriate. As elements of mitigation include off-site receptor and mitigation areas both planning conditions and s106 obligations are

required to secure all of the mitigation proposals. No objections are raised on this basis.

VII. FLOOD RISK

- 6.37 The site is located within the low risk flood area (Zone 1). However, as the site area is greater than 1 hectare the application is accompanied by a site specific flood risk assessment (FRA). The FRA concludes that the development is acceptable in flood risk terms as all sources of potential flooding (river, sea, surface water, ground water, sewers and reservoirs) pose a low risk.
- 6.38 The applicant has submitted a surface water drainage strategy to deal with run-off from the development. This strategy confirms that underlying sub-soils (gravels) are sufficient to allow the use of infiltration methods such as soakaways and permeable paving. Consequently no off-site discharge of surface water should be required. The full details of a surface water drainage scheme can be required by planning condition.

VIII. SUSTAINABILITY

- 6.39 In general terms the proposals can be considered as environmentally sustainable as they involve the re-use of a vacant site within the urban area at a location which is close to public transport facilities, schools and other amenities. The operation of the Code for Sustainable Homes, a requirement of Core Strategy PMD12, was suspended by the Government in 2015 and this measure of sustainability is no longer relevant .
- 6.40 Nevertheless, Core Strategy Policy PMD12 (Decentralised, Renewable and Low-Carbon Energy Generation) is still applicable and requires that the development secures 15% of its predicted energy demands from these sources. The application is supported by an Energy Statement which promotes the use of roof-mounted photo-voltaic panels to meet the 15% renewable energy target. Furthermore, energy efficiency measures within the building fabric are modelled to achieve a 22.9% improvement in CO₂ emissions over the minimum requirements of the Building Regulations (2013). It is concluded on this point that the proposed development would comply with relevant Development Plan policies.

IX. OTHER MATTERS

- 6.41 A small part of the site (at its north-western corner) is located within the 'Outer Zone' designated around the Nustar Terminal Ltd major hazard site. Consequently, the proposals have been interrogated using the Health & Safety Executive's (HSE) planning advice tool. The response generated is that the HSE 'do not advise

against' the granting of planning permission on safety grounds. The south-eastern part of the site is also technically within the 'Outer Zone' drawn around the London Road, Grays gas holder station. However, the gas holders were recently decommissioned and removed from the site as a prelude to residential redevelopment which has recently commenced. This designation on the south-eastern part of the site does not fetter the grant of planning permission.

X. PLANNING OBLIGATIONS

- 6.42 The applicant in this case is Gloriana Thurrock Ltd and the supporting Design and Access Statement confirms that 28 dwellings (35%) of the total of 80 units would be affordable, with a 70/30 split between affordable rent and intermediate tenures. A planning obligation is required to secure the provision of this affordable housing as proposed. The proposals also refer to the 10no. bungalows as "*specifically designed for the elderly*" and "*easily adaptable for full wheelchair use*". In order to secure the occupation of these dwellings as intended it is necessary to require a condition specifying an age-limit for occupation.
- 6.43 Comments from the Council's Education Team note that a financial contribution is required to mitigate the impact of the development on primary and secondary school provision. On the basis of 35% affordable housing provision and assuming that the 10 no. bungalows are occupied by elderly occupants (and are therefore unlikely to add to the school-age population) a total financial contribution of c.£616,000 is required. The Infrastructure Requirement List identifies extensions to a primary school in the Grays primary school planning area (ref. IRL-0057) and extension to a secondary school in the Central secondary school planning area (ref. IRL-0047) as infrastructure projects.
- 6.44 Comments received from NHS England confirm that, due to current capacity levels in the area, there is no intention to seek a primary healthcare contribution on this occasion.
- 6.45 As the ecological mitigation proposals rely on off-site receptor and compensation areas, these matters need to be addressed via planning obligation.

7.0 CONCLUSIONS AND REASONS FOR RECOMMENDATION

- 7.1 The principle of residential development on this site is promoted by Development Plan policies. The proposed layout of the residential development is logical, would make efficient use of the available land and would deliver acceptable private garden space and areas of public open space for occupants of the development. The visual appearance of the development is considered to be of good quality, in accordance with both local and national planning policies. There are no objections

to the proposals on the grounds of flood, noise or air quality. Furthermore, there would be no demonstrable harm to the amenities of neighbouring residents.

7.2 In light of the nature of the development and the location of the site, it is considered that the proposals make adequate car parking provision for both occupants of and visitors to the development. The proposals include additional parking spaces for residents in local roads to compensate for the loss of informal parking areas within the site which are used by residents of adjoining roads. Subject to mitigation measures, to be secured via planning conditions and obligations, there are no objections to the application on ecological grounds.

7.3 Accordingly, subject to planning obligations to be secured by a s106 agreement and planning conditions, the application is recommended for approval.

8.0 RECOMMENDATION

Grant planning permission subject to:

A: the applicant and those with an interest in the land entering into an obligation under section 106 of the Town and Country Planning Act 1990 with the following heads of terms:

- (i) the provision of 28 dwellings as affordable housing in perpetuity and in accordance with the mix set out in the 'Schedule of Accommodation' (page 19 of the Design & Access Statement – April 2016);
- (ii) 70% of the affordable housing referred to by (i) above to be provided as social rented accommodation and the remaining 30% affordable housing to be provided as intermediate housing tenures;
- (iii) financial contribution of £342,170.09 (subject to indexation) payable prior to first occupation towards the cost of additional primary school places within the Grays primary school planning area;
- (iv) financial contribution of £273,701.35 (subject to indexation) payable prior to first occupation towards the cost of additional secondary school places within the central secondary school planning area (IRL refs. 0047 & 0057);
- (v) prior to any site clearance works, details of the provision, implementation and long-term management of an off-site receptor area for reptiles (a Reptile Mitigation Plan); and
- (vi) prior to the commencement of development details of the provision,

implementation and long-term management of off-site mitigation area for invertebrate species (an Invertebrate Mitigation Plan).

B: the following planning conditions:

Time Limit

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

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

Accordance with Plans

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

PL01 Rev. P1	Site Location Plan
PL02 Rev. P1	Site Layout as Existing
PL03 Rev. P1	Site Sections as Existing
PL100 Rev. P2	Site Layout as Proposed
PL102 Rev. P2	Elevations Sheet 2 (Street)
PL103 Rev. P2	Elevations Sheet 3 (Street)
PL104 Rev. P2	Elevations Sheet 4 (Street)
PL105 Rev. P2	Elevations Sheet 5 (Street)
PL106 Rev. P2	Elevations Sheet 6 (Street)
PL107 Rev. P2	Elevations Sheet 7 (Street)
PL108 Rev. P2	Elevations Sheet 8 (Street)
PL109 Rev. P2	2B3P Bungalow
PL110 Rev. P2	2B4P Bungalow
PL111 Rev. P2	2B4P 2st House
PL112 Rev. P2	3B5P 2st House
PL113 Rev. P2	3B6P 3st House
PL114 Rev. P2	4B7P 3st House
PL115 Rev. P1	Proposed Bin & Bicycle Stores
PL116 Rev. P1	2B4P 2st EoT House (Plot 75)
PL117 Rev. P1	3B5P 2st EoT House: Plots 46 & 66
D0254_001 Rev. M	Hardworks and Softworks 1 of 2
D0254_002 Rev. M	Hardworks and Softworks 2 of 2
D0254_005 Rev. B	Typical Mound and Rain Garden Details
D0254_006 Rev. A	Rain Garden Drainage Design Intent
D0254_007	Landscape Masterplan

14660/T/01-02

Topographical Survey Sheet 1 of 2

14660/T/02-02

Topographical Survey Sheet 2 of 2

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

External Materials

3. No development above ground level shall take place until samples of the materials to be used in the construction of the external surfaces of the development have been submitted to and agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of visual amenity and to ensure that the proposed development is satisfactorily integrated with its surroundings in accordance with policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended 2015).

Boundary Treatments

4. Prior to any construction above ground level details of the heights, designs, materials and types of all boundary treatments to be erected on site shall be submitted to and approved in writing by the local planning authority. The development shall be completed in accordance with the approved details prior to the first occupation of the development or phase thereof.

Reason: In the interests of visual amenity, privacy and to ensure that the proposed development is satisfactorily integrated with its surroundings as required by policies CSTP22 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended 2015).

Hours of Construction

5. No demolition or construction works in connection with the development shall take place on the site at any time on any Sunday or Bank / Public Holiday, nor on any other day except between the following times:
Monday to Friday 0800 – 1800 hours
Saturdays 0800 – 1300 hours.

Unless otherwise agreed in advance and in writing by the local planning authority.

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

Construction Environment Management Plan

6. No demolition or construction works shall commence until a Construction Environmental Management Plan [CEMP] has been submitted to and agreed in writing by the local planning authority. The CEMP should contain or address the following matters:
 - (a) wheel washing and sheeting of vehicles transporting materials on or off-site;
 - (b) measures for dust suppression;
 - (c) measures for noise control having regard to BS5228 “Code of practice for noise and vibration control on construction and open sites. Noise”;
 - (d) a procedure to deal with any unforeseen contamination, should it be encountered during development;
 - (e) details of the access for construction vehicles and any temporary hardstandings.

Works on site shall only take place in accordance with the approved CEMP.

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

Renewable Energy

7. The development hereby approved shall be constructed and maintained in accordance with the measures set out in the submitted Energy Statement (ref. MDSE/7133134/CKN Rev. 03) and in particular the measures for energy efficiency and deployment of roof-mounted photovoltaic panels set out therein.

Reason: To ensure that development takes place in an environmentally sensitive way in accordance with Policy PMD13 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended 2015).

Surface Water Drainage

8. Prior to the commencement of development a surface water management strategy shall be submitted to and agreed in writing by the local planning authority. The agreed strategy shall be constructed as agreed and maintained thereafter. There shall be no occupation of the development until the approved surface water drainage system is operational, unless otherwise agreed in writing by the local planning authority.

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

Reptile Translocation

9. Prior to the commencement of development, which includes for the purposes of this condition includes site clearance works, a scheme for the capture and translocation of reptiles from the site shall be submitted to and approved in writing by the local planning authority. The capture and translocation of reptiles shall be undertaken in accordance with the approved scheme, unless otherwise agreed in writing by the local planning authority.

Reason: In order to ensure that the interests of protected species are addressed in accordance with the Wildlife and Countryside Act 1981 and in accordance with Policy PMD7 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended 2015).

Parking Retention

10. The areas shown on approved drawing nos. PL 100 Rev. P2, D0254_001 Rev. M and D0254_002 Rev. M as on-street or driveway car parking shall be provided prior to the first occupation of the dwelling(s) they serve or the relevant phase of development and thereafter shall be kept available for car parking. Notwithstanding the Town & Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no permanent development shall be carried out on the site so as to preclude the use of these areas for the parking of vehicles.

Reason: In the interests of highway safety and amenity and to ensure that adequate car parking provision is available in accordance with policy PMD8

of the Thurrock Core Strategy and Policies for the Management of Development DPD (as amended 2015).

Parking Management

11. Prior to the first occupation of the development, a Parking Management Plan detailing how the proposed on-street car parking spaces shown on drawing no. PL 100 Rev. P2 are to be allocated and managed for use by visitors to the development and for general purpose use shall be submitted to and approved in writing by the local planning authority. The details within the approved Plan shall be implemented and operational upon first occupation of any of the development and the Plan shall be maintained thereafter throughout the lifetime of the development, unless otherwise agreed in writing by the local planning authority.

Reason: In order to ensure the efficient and effective use of the on-site car parking spaces in the interests of highways safety and amenity in accordance with policy PMD2 of the Thurrock Core Strategy and Policies for the Management of Development DPD (as amended 2015).

Occupancy Restriction – Bungalows

12. Each of the bungalows identified as plot nos. 56-65 on drawing no. 185/PL100/P2 shall be occupied only by:
- (a) persons aged 55 years and over;
 - (b) persons living as part of a single household with such a person or persons;
 - (c) persons who were living as part of a single household with such a person or persons who have since died.

Reason: In order to comply with the terms of the submitted planning application and to ensure that adequate car parking provision is available in accordance with Policy PMD8 of the Thurrock Core Strategy and Policies for the Management of Development DPD (as amended 2015).

Travel Plan

13. The measures and procedures for monitoring and review set out within the submitted Framework Travel Plan (April 2016) shall be implemented on first occupation of the development and maintained throughout the lifetime of the development, unless otherwise agreed in writing by the local planning authority.

Reason: To reduce reliance on private cars in the interests of sustainability, highway safety and amenity in accordance with Policy PMD10 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (as amended 2015).

Landscaping

14. Unless otherwise agreed in writing by the local planning authority, the development shall be constructed in accordance with the details for hard and soft landscaping of the site shown on drawing nos. D0254_001 Rev. M, D0254_002 Rev. M, D0254_005 Rev. B, D0254_006 Rev. A and D0254_007. All planting, seeding or turfing comprised in the approved scheme shall be carried out in the first planting and seeding season following commencement of the development or phase thereof. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation.

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

Landscape & Biodiversity Management Plan

15. Prior to the clearance of the site a Landscape and Biodiversity Management Plan shall be submitted to, and approved in writing by the local planning authority. The Plan shall be based upon the details proposed within the Ecological Appraisal and Addendum accompanying the planning application and shall include details of:
- i. any further survey and / or monitoring work for protected and other notable species and findings of any such surveys;
 - ii. the methods for the protection of existing species in-situ (where relevant);
 - iii. any seeding, planting and methods to promote habitat creation habitat enhancement on site;
 - iv. general ecological mitigation applying to the construction works;
 - x. long-term maintenance and monitoring arrangements for the areas of planting and habitat creation / enhancement.

Development of the site shall proceed in accordance with the approved Plan, unless otherwise agreed in writing by the local planning authority.

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

INFORMATIVE:

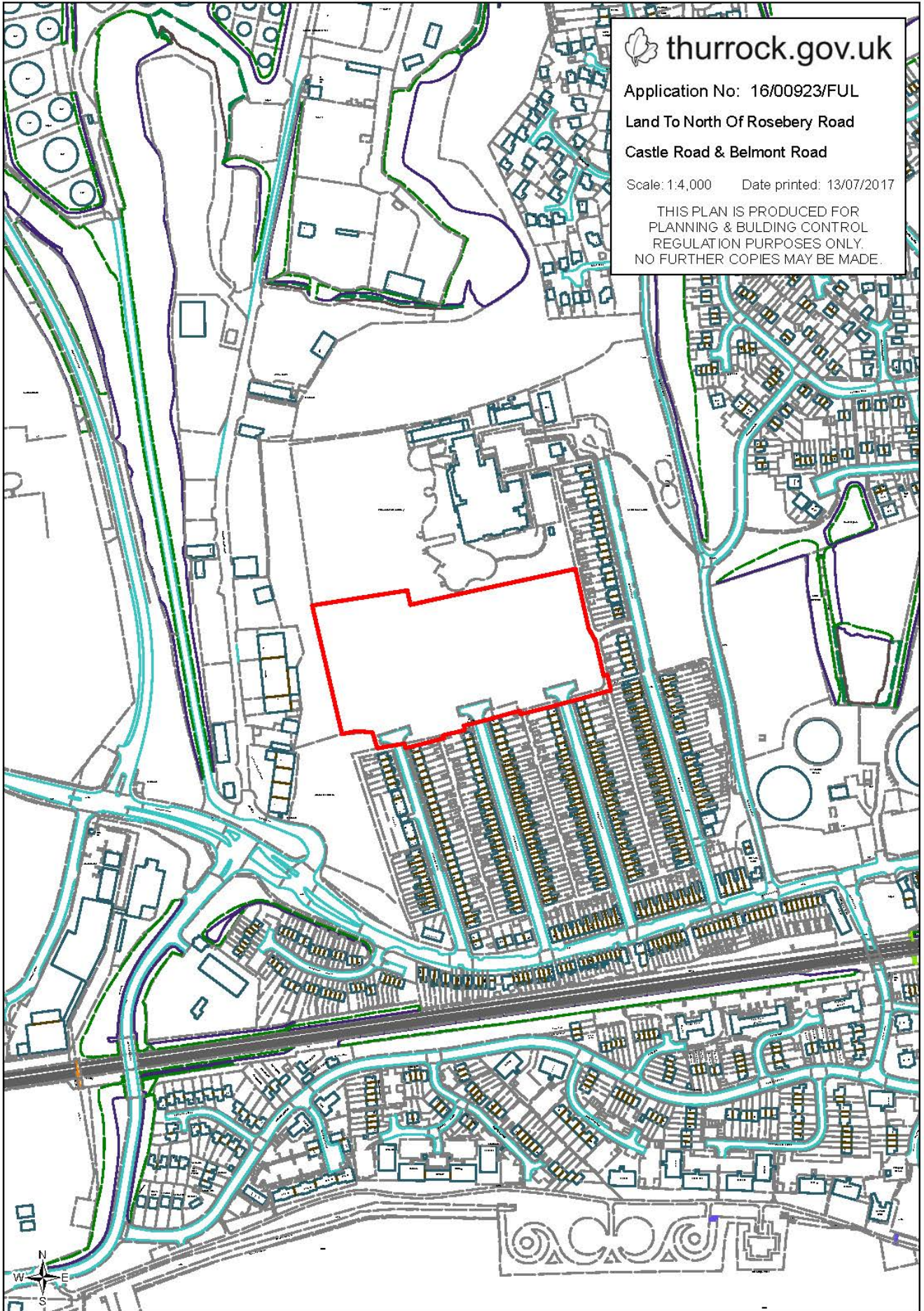
1. The applicant is reminded that under the Wildlife and Countryside Act 1981 (section 1) it is an offence to take, damage or destroy the nest of any wild bird while the nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this Act. Trees and scrub are likely to contain nesting birds between 1 March and 31 July. Any trees and scrub present on the application site should be assumed to contain nesting birds between the above dates unless survey has shown it is absolutely certain that nesting birds are not present.
2. Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) - Positive and Proactive Statement:

The local planning authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant / Agent, acceptable amendments to the proposal to address those concerns. As a result, the local planning authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Documents:

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

www.thurrock.gov.uk/planning



Reference: 17/00588/CONDC	Site: Land adj A13, A1306 and to north of nos. 191-235 Purfleet Road, Aveley
Ward: Aveley And Uplands	Proposal: Application for the approval of details reserved by condition nos. 6 (Parameter Plan), 7 (site levels), 8 (off-site highway works), 11 (Construction Environment Management Plan), 14 (surface water management), 20 (pollution control), 24 (boundary treatments), 25 (external lighting), 27 (cycle parking), 28 (external materials), 29 (renewable energy), 30 (ecological enhancement) and 31 (noise mitigation) of planning permission ref. 12/00862/OUT (Outline planning application for the redevelopment of the site for employment use total 38,686sqm with means of access and quantum of development to be approved. All other matters to be approved.)

Plan Number(s):		
Reference	Name	Received
30824-PL-100	Site Location Plan	3 May 2017
30824/PL-101 Rev. B	Site Layout Plan	3 May 2017
30824-FE-75	Elevations Unit 1	5 July 2017
30824-FE-75	Elevations Unit 2	5 July 2017
30824-PL-109 Rev. A	External Works & Fencing	3 May 2017
30824-PL-110 Rev. B	External Materials	3 May 2017
30824-PL-111	Cycle Parking	3 May 2017
30824-PL-112	Parameter Plan	3 May 2017
30824-PL-115	Parameter Plan Overlay	3 May 2017
109932/2720 Rev. D	Proposed Levels Layout	3 May 2017
11058se-01	Topographical Survey sheet 1 of 2	3 May 2017
11058se-02	Topographical Survey sheet 2 of 2	3 May 2017
DG-DT-S205 Rev. A	Typical detail of Protective Knee Rail Fencing	3 May 2017
1448-02-Sht. 3 Rev. C	Purfleet Logistics Park layout showing proposed soft landscaping details for planning	3 May 2017
1448-02-Sht. 5 Rev. C	Purfleet Logistics Park layout showing proposed soft landscaping details for planning	3 May 2017
1448-02-Sht. 6 Rev. A	Purfleet Logistics Park sections through proposed landscaping – Section 1	3 May 2017

1448-02-Sht. 7 Rev. A	Purfleet Logistics Park sections through proposed landscaping – Section 2	3 May 2017
1448-02-Sht. 8 Rev. A	Purfleet Logistics Park sections through proposed landscaping – Section 3	3 May 2017

<p>The application is also accompanied by:</p> <ul style="list-style-type: none"> • BREEAM calculator • Construction Environmental Management Plan • Drainage Strategy • Energy and Sustainability Strategy Report • ES Addendum – Air Quality • ES Addendum – Ecology • ES Addendum – Landscape & Visual Impact Assessment • ES Addendum – Noise • External LED Lighting Assessment Report • Green Roof Appraisal • Technical Note Pollution Control 	
<p>Applicant: SEGRO (Purfleet) Limited c/o SEGRO PLC</p>	<p>Validated: 4 May 2017 Date of expiry: 29 June 2017</p>
<p>Recommendation: To Approve details reserved by condition no. 6 (Parameter Plan)</p>	

1.0 DESCRIPTION OF PROPOSAL

- 1.1 This application is brought before Planning Committee as it seeks amendments to the development parameters of the outline planning permission (12/00862/OUT) for which an application for reserved matters is found elsewhere on this agenda.
- 1.2 For the reasons explained in further detail below, consideration need only be given to condition 6 (Parameter Plan),

2.0 SITE DESCRIPTION

- 2.1 The application site is a triangular-shaped plot of land totalling 8.04 hectares in size. The site is located on the north-western side of Purfleet Road, with the A13 trunk road and the A1306 London Road forming the other boundaries of the site. The A13, which forms the northern boundary of the site, is within a cutting and, therefore, is below ground levels on the site. The site has a frontage to Purfleet Road of some 160m and a frontage to London Road of approximately 360m.

- 2.2 The site is not currently used and comprises rough, open grassland with small shrubs, isolated trees and other vegetation forming the boundaries of the site. A drainage ditch is located within the site adjacent to the majority of the London Road frontage. Levels across the site are generally flat, albeit with a gentle fall from the A13 boundary towards the Purfleet Road / London Road junction. That part of the site located closest to the A13 and the Wennington interchange lies in a low flood risk area. However, parts of the site closest to London Road and Purfleet Road are located within flood zones 2 and 3 (medium and high probability). In the immediate post-war period, the northern part of the site was used as a sand and ballast pit. During the 1960's this part of the site was infilled with household refuse, inert waste and non-hazardous commercial waste. Infilling ceased at the end of the 1960's.
- 2.3 To the south-east of the site, on the opposite side of Purfleet Road, are mainly residential properties comprising semi-detached bungalows and two-storey family housing. At the junction of London Road and Purfleet Road, and immediately adjacent to the site, is the Tunnel Garage site which originally operated as a petrol filling station and is now used for the storage and repair of commercial vehicles. To the south-west of the site on London Road is the Purfleet Industrial Park which includes a range of large warehouse buildings, small business and light industrial uses and open storage uses. The A13 trunk road lies adjacent to the northern boundary of the site and the off-slip from the trunk road joins the A1306 London Road at a roundabout junction (Wennington Interchange) immediately to the north-west of the site.
- 2.4 In the wider area surrounding the application site, the former London Fire Brigade sports ground and clubhouse is located to the south-east to the rear of the dwellings along Purfleet Road. On the northern side of the A13 to the west of Purfleet Road is open land. To the south of the Purfleet Industrial Park is the RSPB nature reserve and visitor centre at Aveley Marshes.

3.0 RELEVANT HISTORY

Reference	Description of Proposal	Decision
48/00059/FUL (part of site)	Extension of mineral working and new access	Approved
57/00003/FUL (part of site)	Tipping of refuse	Approved
57/00429/FUL (part of site)	Use of land for residential purposes	Refused
71/00906/FUL (part of site)	Secure lorry park and storage of vehicles	Refused
08/00858/TTGOUT	Outline planning application for the redevelopment of the site for employment	Approved, subject to s106

	use (Classes B1 (a) / B1(c) / B2 / B8 / Sui Generis car showroom) totalling 38,686 square metres (floorspace) with means of access and quantum of development to be approved. All other matters to be reserved	
12/00862/OUT	Outline planning application for the redevelopment of the site for employment use totalling 38,686sq.m. (416,416 sq.ft) with means of access and quantum of development to be approved. All other matters to be reserved.	Approved, subject to s 106
17/00587/REM	Application for approval of reserved matters (appearance, landscaping, layout and scale) following outline planning permission ref. 12/00862/OUT (Redevelopment of the site for employment use total 38,686sq.m. with means of access and quantum of development to be approved. All other matters to be reserved).	Under consideration – reported elsewhere on this agenda

- 3.1 The planning history set out in the above table shows that parts of the site have a history of mineral extraction and subsequent infilling with refuse. Historic Ordnance Survey mapping dating from the late 1930's first shows the northern part of site, now adjacent to the Wennington interchange used as a sand and ballast pit. Mapping from the early 1960's shows a disused sand and gravel pit extending across a substantial part of the north-west of the site. Records from the Environment Agency reveal that after the extraction of minerals from part of the site, the void was infilled with commercial and household waste. This landfill site is referred to as the Sandy Lane site and was operated by the former Greater London Council.
- 3.2 In 2008 an outline planning application was submitted to the former Thurrock Development Corporation proposing the development of the site with a mix of employment generating uses (ref. 08/00858/TTGOUT). Following referral of the application to the Secretary of State and the completion of a S.106 legal agreement, conditional planning permission was granted in June 2011. No reserved matters applications were submitted pursuant to this outline permission and this permission has 'timed-out'.
- 3.3 A further outline planning application (ref. 12/00862/OUT) was submitted in 2012 proposing the same amount of built floorspace, but with a greater proportion of

Class B8 floorspace. The Planning Committee resolved to approve this application in 2013, subject to referral to the Secretary of State, a s106 agreement and planning conditions. Outline planning permission was granted in May 2014.

- 3.4 Elsewhere on this agenda is a report considering an application (17/00587/REM) for the approval of reserved matters following the grant of outline planning permission (12/00862/OUT).

4.0 CONSULTATIONS AND REPRESENTATIONS

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

4.2 PUBLICITY:

This application has been advertised by way of press advert and public site notices. No replies have been received.

- 4.3 The following consultation replies have been received.

4.4 ANGLIAN WATER:

No objection to the variation of condition 6. Further details of the design of the drainage strategy should be provided (in relation to condition 14). (N.B. – at the time of drafting further information has been provided by the applicant).

4.5 ENVIRONMENT AGENCY:

No reply received.

4.6 NATURAL ENGLAND:

No reply received.

4.7 ENVIRONMENTAL HEALTH:

No objection to the variation of condition 6.

4.8 FLOOD RISK MANAGER:

No objection to the variation of condition 6. Further details of the design of the drainage strategy should be provided (in relation to condition 14). (N.B.at the time of drafting further information has been provided by the applicant).

4.9 HIGHWAYS:

No objection to the variation of condition 6. Request confirmation regarding accessibility to HGV parking bays. In response, the applicant has provided tracking diagrams for HGVs.

4.10 LANDSCAPE & ECOLOGY ADVISOR:

The principle of the proposed landscaping is satisfactory. The ecology addendum to the ES is considered appropriate.

5.0 POLICY CONTEXT

5.1 National Planning Guidance

National Planning Policy Framework (NPPF)

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

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

- Building a strong, competitive economy
- Promoting sustainable transport
- Requiring good design
- Meeting the challenge of climate change, flooding and coastal change.

Planning Practice Guidance (PPG)

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

previous planning policy guidance documents cancelled when the NPPF was launched. PPG contains 48 subject areas, with each area containing several subtopics. Those of particular relevance to the determination of this planning application comprise:

- air quality
- climate change
- design
- determining a planning application
- flood risk and coastal change
- land affected by contamination
- light pollution
- natural environment
- noise
- renewable and low carbon energy
- use of planning conditions.

5.2 Local Planning Policy

Focused Review of the LDF Core Strategy (2014)

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

Draft Site Specific Allocations and Policies DPD

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

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

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

Thurrock Local Development Framework Core Strategy and Policies for the Management of Development (as amended) (2015)

The following Core Strategy policies apply to the proposals:

- CSSP2 (Sustainable Employment Growth)
- OSDP1 (Promoting Sustainable Growth and Regeneration in Thurrock)
- CSTP6: Strategic Employment Provision
- CSTP14 (Transport in the Thurrock Urban Area: Purfleet to Tilbury)
- CSTP22 (Thurrock Design)
- CSTP25 (Addressing Climate Change)
- CSTP26 (Renewable or Low-Carbon Energy Generation)
- CSTP27 (Management and Reduction of Flood Risk)
- PMD1 (Minimising Pollution and Impacts on Amenity)
- PMD2 (Design and Layout)
- PMD8 (Parking Standards)

Thurrock Local Plan

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

6.0 ASSESSMENT

- 6.1 This is an application for the approval of details reserved by planning conditions, in this case attached to the grant of outline planning permission ref 12/00862/OUT.

Such applications are usually determined under delegated powers. However, as the application seeks to amend the 'Parameters Plan' referred to by the outline planning permission, it is considered necessary to refer the matter to Planning Committee. In addition, as the submission includes addendums to the original Environmental Statement (covering the issues of air quality, noise etc.) the application is referred to Committee in order to ensure a robust consideration.

6.2 The details submitted to satisfy the requirements of the vast majority of conditions are relatively straightforward and do not require detailed consideration by the Committee. These conditions comprise:

- 7 – site levels;
- 8 – off-site highway works;
- 11 – Construction Environmental Management Plan;
- 14 – surface water management;
- 20 – pollution control;
- 24 – boundary treatments;
- 27 – cycle parking;
- 28 – external materials;
- 29 – renewable energy;
- 30 – ecological enhancement; and
- 31 – noise mitigation.

6.3 However, as the details submitted pursuant to condition no. 6 (parameter plan) seek amendments to the development parameters, it is the assessment of these revised parameters which are considered in detail by this report.

6.4 CONDITION NO. 6 (PARAMETER PLAN)

Application ref. 12/00862/OUT sought outline planning permission for commercial development, with all matters reserved for subsequent approval apart from access. The application was however accompanied by a 'Parameter Plan' which spatially identified:

- the area to be occupied by buildings (Building Zone);
- the area to be occupied by service yard(s) and parking (Logistics Area); and
- the areas for landscaping, surface water drainage features, noise and visual screens (Landscape Zones).

This Plan also defined maximum building dimensions (length, width and height).

6.5 Consideration of the outline planning application was partly predicated on parameters within this Plan and permission was granted subject (inter-alia) to

condition no. 6 which states:

Unless otherwise agreed in writing by the local planning authority, the arrangement of the developable building zone, logistics area and landscape zones within the site shall accord with the content of the Parameter Plan (drawing no. TP O (00) 01 rev. B).

Reason: To ensure that the scheme implemented is in accordance with the principles established by this permission and in order to protect the amenities of nearby residential occupiers.

- 6.6 The wording of the condition therefore allows, in theory, some flexibility, degree of tolerance or limit of variation to the approved parameters, subject to the approval of the local planning authority. The layout of the site promoted through the amended Parameters Plan and the accompanying reserved matters submission (ref. 17/00587/REM) is considered by the applicant to be “*more market facing ... to meet occupier demand more effectively*”.
- 6.7 A comparison between the approved Parameters Plan and the layout promoted by the current application and the reserved matters submission is provided in the table below:

Item	Outline Parameter Plan (12/00682/OUT)	Current submissions
Landscape Zone at NW corner, adj. A13 / A1306 junction	Landscape zone measuring between 9-22m in width located adjacent to road boundaries	Partial reduction in width of landscaping to max. 3m adj. A13. Reduction in landscaping zone adj. A1306 (although new landscaping is indicated on adj. highway land)
Landscape Zone adj. London Road	Landscape zone measuring between 4-7m in width	Partial reduction in width of landscaping (although new landscaping is indicated on adj. highway land)
Landscape Zone adj. Purfleet Road	Landscape zone measuring between 16-45m in width	Partial reduction in width of landscaping to minimum 10m
	<u>Current Submissions</u>	
Logistics Area at NW corner	Increase in extent of hardsurfacing (car / cycle parking area / circulation routes).	
Logistics Area adj. London	Increases and decreases in the extent of the	

Road	hardsurfacing (circulation routes) compared to the approved parameters plan. Overall neutral impact of proposed changes
Logistics Area adj. Purfleet Road	General increase in the extent of the logistics area bringing it closer to the Purfleet Road boundary. However, proposed increased in extent of logistics area @ SE corner adj. A13
Building Zone at NW corner	Increase in extent of building zone @ NW corner i.e. Unit 1 building approx. 3m closer to A13 / A1306 junction. Extent of Unit 1 building reduced from maximum extent on A13 and A1306 frontages i.e. Unit 1 would be at a greater distance from these boundaries compared to approved parameters
Building Zone adj. London Road	Position of Units 1 and 2 generally within the approved parameters i.e. positioned further away from the London Road boundary. However, the NW corner of Unit 2, comprising part of the offices, would be slightly outside of the approved parameter i.e. closer to London Road.
Building Zone adj. Purfleet Road	The southern elevation of Unit 2 would be located beyond the approved parameter. This elevation, at the south-western corner of the building, would be located a minimum of 38m from the front façade of the dwelling at no. 227 Purfleet Road. The approved parameter shows a minimum distance of some 68m between new building and existing facades.
A13 boundary	The approved parameters show no soft landscaping on the north-eastern boundary of the site adjacent to the A13. The current submissions propose new areas of planting on this part of the site.

6.8 The principal change from the approved Parameter Plan is the proposed extension of the logistics area and the building zone closer to the Purfleet Road boundary and the consequential reduction in the landscape buffer to this boundary. Put simply, the proposed Unit 2 building and parking areas associated with this Unit would be sited closer to adjoining residential receptors than approved. The implications on residential occupiers in Purfleet Road are considered below.

VISUAL IMPACT AND IMPACT ON DAYLIGHT

6.9 Policy PMD1 of the adopted Core Strategy generally seeks to protect the reasonable amenities of sensitive land uses, including housing, with regard to light and visual intrusion. As noted above, the closest residential dwelling to Unit 2 is

no. 227 Purfleet Road and the front, north-west facing façade of this neighbour would be positioned a minimum of 38m from the south-western corner of the new building. For the purposes of comparison the separation between dwellings and Unit 2 increases to a maximum distance of c.108m to no. 193 Purfleet Road.

- 6.10 With regard to the potential impact on daylight, the Building Research Establishment (BRE) report, "Site layout planning for daylight and sunlight" Second Edition 2011 is generally accepted as the industry-standard measure of good practice. As a 'rule of thumb' to assess the effect of new development on existing buildings, on a section drawing if none of the new development subtends an angle greater than 25° to the horizontal measured from the centre of the lowest window (c.2m above ground level) then the new development is unlikely to have a substantial effect on the daylighting of the existing building. The applicant has provided a section drawing from no. 227 Purfleet Road to the nearest part of Unit 2 which indicates that the 25° line referred to above would not be subtended. Indeed, a 20° degree would be achieved suggesting that the development is comfortably within the rule of thumb test for assessing impact on daylight. With reference to sunlight, as the development would be located to the north-west of residential neighbours any loss of direct sunlight or overshadowing would be minimal and within acceptable limits.
- 6.11 As the outline planning application was accompanied by an Environmental Statement (ES) which included a Landscape and Visual Impact Assessment (LVIA), the current submission includes an ES LVIA addendum. This addendum considers the visual effects on residential properties in Purfleet Road and notes that views over the site will be most noticeable from the upper floor of two-storey properties between nos. 227a and 243 Purfleet Road. During construction the effect on visual amenity is assessed as of major significance and adverse, although the construction phase is temporary in duration. In order to mitigate the visual impact during the operation of the development the proposals include the formation of a bund and associated planting.
- 6.12 Although there is an existing narrow bund on the site adjacent to the Purfleet Road frontage and to a maximum height of c.1.3m above 'natural' ground levels, the proposals include a more substantial feature in terms of both height and width, extending to all of the site's boundary on Purfleet Road. The height and width of the proposed bund generally increases to the east along the Purfleet Road boundary. However, with reference to the 'worst-case' relationship of the development to no. 227 Purfleet Road the bund would be a maximum c.7.7m high reducing to c.5m adjacent to the Purfleet Road frontage. Levels on site behind the proposed bund and opposite no. 227 Purfleet Road would be c.5.4m (with a retaining wall of the site side of the bund) and the effect of the bund would be to screen the lowest part of the building and cars using the parking area on the

southern side of Unit 2. Detailed soft landscaping proposals have been submitted which propose woodland planting to the majority of the Purfleet Road boundary. Native deciduous tree planting is proposed including field maple, silver birch, hornbeam, aspen, rowan etc. with specimen heights (on planting) between 3m and 10m. It is considered that the combination of the bund and new planting would mitigate the visual impact of the new buildings. Although there would be some filtered views of the Unit 2 building whilst the planting becomes established, especially during winter months, in the longer term the creation of a planted bund could be beneficial in visual terms. Consequently, the visual impact of the proposed changes to the parameters plan, over and above the impact which has already been assessed, is considered to be acceptable.

NOISE

- 6.13 As noted at paragraph 6.8 above, the effect of the proposed changes to the approved parameters plan would be to re-position the Unit 2 building and associated logistics areas closer to adjoining residential receptors in Purfleet Road. The extant parameters plan identifies a 'Logistics Area (service yard / parking)' located between the building zone and landscape zone on the Purfleet Road frontage. The approved parameter allows for car parking, HGV parking and vehicle access and turning areas on any part of the 'Logistics Area'. Indeed, illustrative site layout drawings accompanying the outline planning application indicated HGV parking and loading bays and dock levellers on the Purfleet Road elevations of the site.
- 6.14 However, the layout now promoted through this application and the reserved matters submission show car parking areas only closest to Purfleet Road, with HGV parking, loading bays and dock levellers sited located on the elevation of Unit 2 facing away from sensitive residential receptors.
- 6.15 An updated noise assessment has been submitted as an addendum to the ES. This assessment includes a noise survey of Purfleet Road undertaken in 2015 and modelling of predicted noise levels from the service yards, car parking, fixed plant and road traffic. The assessment concludes that Unit 1 is far enough away and effectively screened by Unit 2 not to be considered in terms of noise impact on the residential properties. Modelled noise levels from the Unit 2 service yard are below existing ambient noise levels on Purfleet Road. Predicted noise levels from the Unit 2 car park would be below existing daytime and night time ambient noise climate and within guidance levels. Noise from fixed plant is subject to a compliance condition on the outline permission requiring noise levels from these sources to be no greater than 5dB above background levels. Increases in noise from road traffic are modelled as negligible.

6.16 The consultation response from the Council's Environmental Health Officer agrees with the conclusions of the updated noise assessment. In particular, it is considered the site layout with the car parking adjacent to the Purfleet Road, in conjunction with the profile of the boundary landscaping, will provide adequate acoustic protection for the nearest residents from the HGV activity in the service yard without additional noise barriers. Consequently, the noise impact of the proposed changes to the parameters plan, over and above the impact which has already been assessed, is considered to be acceptable.

6.17 Air Quality

An updated air quality assessment has been submitted as an addendum to the ES to consider the proposed changes to the parameters plan, changes to policy and baseline conditions. The assessment concludes that the proposed changes to scheme design will not result in significantly different impacts to those identified by the original planning application. Indeed air quality for the nearest sensitive receptors in Purfleet Road will most likely be very marginally better, as HGVs on the site will operate further away from these properties than they may otherwise have done under the original parameters plan. With nearby measured concentrations having generally reduced in recent years it is also likely that the original air quality assessment over-predicted total concentrations. Therefore, the air quality impact of the proposed changes to the parameters plan, over and above the impact which has already been assessed, is considered to be acceptable.

7.0 CONCLUSIONS AND REASONS FOR RECOMMENDATION

7.1 The outline planning permission for this site reserved all matters apart from access. However, condition no. 6 of the permission requires compliance with a parameter plan (identifying areas for buildings, servicing, parking, landscaping etc.) "*unless otherwise agreed in writing by the local planning authority.*" The wording of the condition therefore allows enough flexibility for the applicant to seek revised parameters and it is a matter for the local planning authority to consider whether these revised parameters are acceptable (i.e. if the current parameters had formed part of the original submission would outline permission have been granted).

7.2 The main effect of the proposed amendments to the parameters plan would be to relocate the proposed Unit 2 building and associated car parking areas closer to adjoining residential receptors in Purfleet Road. Subject to mitigation in the form of a landscaped bund along the site's southern boundary the impact on landscape and visual receptors would be mitigated. The revised parameters raise no issues with regard to daylighting or sunlighting to neighbouring dwellings. The implications for noise and air quality are acceptable. Indeed the layout of the site promoted by the accompanying reserved matters application places noisier operations

associated with HGV's away from the more sensitive southern boundary of the site.

- 7.3 In the absence of planning objections to the revised parameters it is considered legitimate for the approved parameters to be amended via the current submission (for the approval of details reserved by planning condition). This application is accompanied by relevant addendums to the original ES to ensure a robust assessment.
- 7.4 At paragraph 6.2 above it is noted that the current submission includes details to discharge a large number of the conditions on the outline planning permission. However, this report deals exclusively with the implications raised by condition no. 6 with regard to the revised parameters plan. Therefore it is recommended that the revised parameters plan is agreed pursuant to condition no. 6 but that the remaining conditions are dealt with separately under delegated powers (as these are more straightforward matters to determine).

8.0 RECOMMENDATION

- 8.1 That the revised Parameter Plan (ref. 30824-PL-112) is agreed as a revision to the original Parameter Plan (ref. TP O (00) 01 Rev. B) pursuant to condition no. 6 of planning permission ref. 12/00862/OUT.

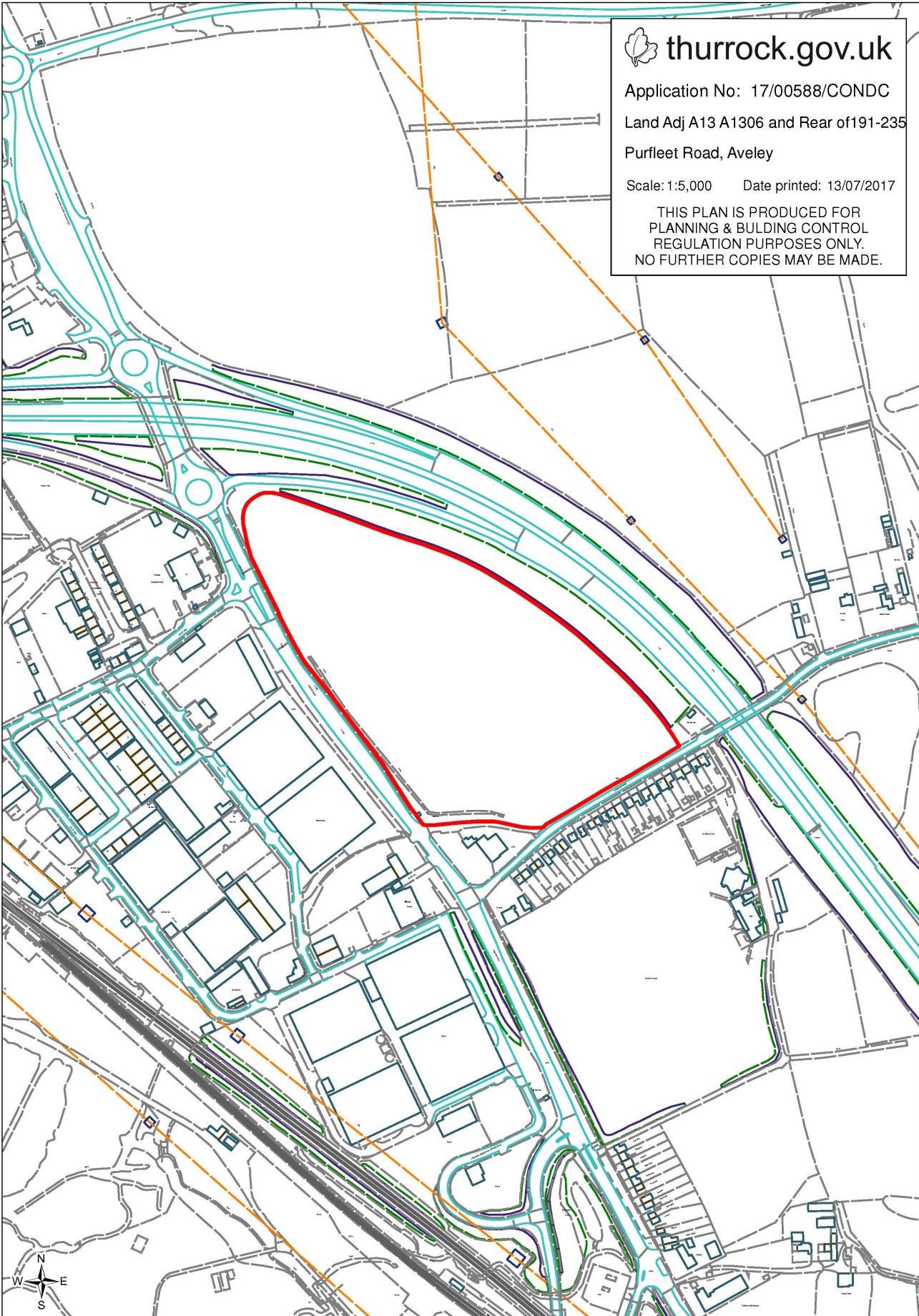
INFORMATIVE

The applicant is reminded that this decision relates only to condition no. 6 of permission ref. 12/00862/OUT. The remaining details to discharge condition nos. 7, 8, 11, 14, 20, 24, 25, 27, 28, 29, 30 and 31 of planning permission ref. 12/00862/OUT (submitted under application ref. 17/00588/CONDC) will be considered separately via delegated powers.

Documents:

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

www.thurrock.gov.uk/planning



 **thurrock.gov.uk**
Application No: 17/00588/CONDC
Land Adj A13 A1306 and Rear of 191-235
Purfleet Road, Aveley
Scale: 1:5,000 Date printed: 13/07/2017
THIS PLAN IS PRODUCED FOR
PLANNING & BUILDING CONTROL
REGULATION PURPOSES ONLY.
NO FURTHER COPIES MAY BE MADE.

Reference: 17/00587/REM	Site: Land adj A13, A1306 and to north of nos. 191-235 Purfleet Road, Aveley
Ward: Aveley and Uplands	Proposal: Application for approval of reserved matters (appearance, landscaping, layout and scale) following outline planning permission ref. 12/00862/OUT (Redevelopment of the site for employment use total 38,686sq.m. with means of access and quantum of development to be approved. All other matters to be reserved).

Plan Number(s):		
Reference	Name	Received
30824-PL-100	Site Location Plan	3 May 2017
30824-PL-101 Rev. B	Site Layout Plan	3 May 2017
30824-PL-102	Ground Floor Plan Unit 1	3 May 2017
30824-PL-103	First & Second Floor Plans Unit 1	3 May 2017
30824-PL-104	Floor Plans Unit 2	3 May 2017
30824-FE-75	Elevations Unit 1	5 July 2017
30824-FE-76	Illustrated Elevations Unit 1	5 July 2017
30824-FE-77	Elevations Unit 2	5 July 2017
30824-FE-78	Illustrative Elevations Unit 2	5 July 2017
30824-PL-109 Rev. A	External Works & Fencing	3 May 2017
30824-PL-110 Rev. B	External Materials	3 May 2017
30824-PL-111	Cycle Parking	3 May 2017
30824-PL-112	Parameter Plan	3 May 2017
30824-PL-113	Unit 1 Roof Plan	3 May 2017
30824-PL-114	Unit 2 Roof Plan	3 May 2017
1448-01 Rev. C	Layout Showing Proposed Soft Landscape General Arrangements	3 May 2017
1448-02 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning	3 May 2017
1448-02 Sheet 1 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning	3 May 2017
1448-02 Sheet 2 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning	3 May 2017
1448-02 Sheet 3 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning	3 May 2017

1448-02 Sheet 4 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning	3 May 2017
1448-02 Sheet 5 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning	3 May 2017
1448-02 Sheet 6 Rev. A	Sections Through Proposed Landscaping – Section 1	3 May 2017
1448-02 Sheet 7 Rev. A	Sections Through Proposed Landscaping – Section 2	3 May 2017
1448-02 Sheet 8 Rev. A	Sections Through Proposed Landscaping – Section 3	3 May 2017
109932 / 2710	Proposed Drainage Layout	3 May 2017
109932 / 2720 Rev. D	Proposed Levels Layout	3 May 2017
DG-DT-S205 Rev. A	Typical detail of Protective Knee Rail Fencing	3 May 2017

The application is also accompanied by:	
<ul style="list-style-type: none"> • Covering letter (2 May 2017) • External LED Lighting Assessment Report 	
Applicant: SEGRO (Purfleet) Limited c/o SEGRO PLC	Validated: 4 May 2017 Date of expiry: 3 August 2017
Recommendation: Approve subject to conditions	

1.0 DESCRIPTION OF PROPOSAL

1.1 This is an application for the approval of reserved matters, following the grant of outline planning permission for Class B8 storage and distribution development (with ancillary office use within Class B1(a)) totalling 38,686 sq.m. gross floorspace. The application seeks approval for the reserved matters of appearance, landscaping, layout and scale of the development. The matter of access to the highway was considered and approved via the outline planning permission. The outline planning permission (ref. 12/00862/OUT) also makes reference to a number of development parameters such as maximum gross floorspace and the mix between Class B1(a) and Class B8 floorspace. The outline planning permission refers to a parameters plan which sets the broad parameters for development comprising a developable area, landscape buffer, and minimum / maximum dimensions for building envelopes. The current application expands upon the broad parameters established by the outline planning permission. It should be noted that an accompanying application (ref. 17/00588/CONDC) seeks approval of an amendment to the parameters plans in respect of a proposed increase to the

developed area. This application to approve the reserved matters should therefore be considered alongside this accompanying application.

1.2 Table 1 below summarises some of the main points of detail contained within the development proposal:

Site Area	8.03 Ha
Building Height	Unit 1: ground floor commercial with part two-storey offices above. Max. 18m high.
	Unit 2: ground floor commercial with part two-storey offices above. Max. 17.2m high.
Floorspace	Unit 1: 22,252 sq.m. (gross external area) including 1,866 sq.m. Class B1(a) offices.
	Unit 2: 11,893 sq.m. (gross external area) including 748 sq.m. Class B1(a) offices
Job Creation	Between 360-480 full-time equivalent jobs (based on the Employment Density Guide (HCA – 2015)).
Vehicle Parking	Unit 1: 196 car parking spaces & 54 HGV parking spaces
	Unit 2: 136 car parking spaces & 46 HGV parking spaces

1.3 The key elements of the reserved matters are described below.

1.4 Appearance:

In relation to the consideration of reserved matters “appearance” is defined as the aspects of a building or place within the development which determines the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture. The appearance of the two units can generally be described as a contemporary warehouse or logistics aesthetic, with a shallow-curved or barrel roof form.

1.5 Unit 1 (the larger building) would be arranged with office accommodation on the north-west facing elevation fronting the A1306 / A13 road junction, with offices returning on a part of the south-western elevation facing the A1306 (London Road). These office elevations would be largely glazed and would also comprise flat, grey-colour cladding, and grey and silver-colour profiled cladding. A more distinctive feature of the office elevations is a metallic silver coloured brise-soleil. The remaining elevations of Unit 1 would largely comprise flat cladding panels in three tones of silver and grey. Cladding panels would be arranged in a random or pixelated manner, although with darker tones generally at the base of elevations and lighter tones at the top. A similar approach to cladding was recently employed on the Amazon warehouse at Tilbury and the same architect is involved in both sites. It is considered that the proposed pixelated approach would assist in

disaggregating the bulk of the building and would add visual interest.

- 1.6 The appearance of Unit 2 would be similar to Unit 1, with the pixelated flat cladding in three ones of silver and grey to all elevations.

1.7 Landscaping:

In relation to the consideration of reserved matters “landscaping” is defined as the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated, including screening, planting, earthworks and the provision of open spaces. Boundary treatments within the site would comprise 2.4m high, black-coloured weldmesh security fencing around the service yard areas of the two units. Adjacent to the London Road and Purfleet Road frontages both 1.1m high timber post and rail fencing and knee-rail fencing is proposed. Detailed soft landscaping proposals are brought forward by the application principally in the form of new plaiting to all boundaries of the site. Substantial areas of new planting would be formed to the Purfleet and London Road frontages comprising woodland planting, hedges, shrubs, amenity grassland and specimen trees.

- 1.8 Earthworks also form part of the proposals. Existing ground levels on site general fall to the south-west from a maximum of approximately +7m AOD adjacent to the A13 to a minimum level of approximately +4m AOD on the London Road frontage, close to its junction with Purfleet Road. Levels would be amended across the site to create usable service and parking areas and to facilitate the surface water drainage strategy. External yard levels of between +5.1m AOD to +6.6m AOD would be formed. Finished floor levels of the two buildings would be +5.7m AOD. The proposals include the excavation of three pond features on the London Road frontage. A bund or mound would also be formed adjacent to the Purfleet Road frontage to a maximum height of +12.6m AOD.

1.9 Layout:

In relation to the consideration of reserved matters “layout” is defined as the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development. The proposed layout comprises two buildings (Units 1 and 2). Unit 1 would measure some 205m (l) x 100m (w) and aligned parallel with the A13. Ancillary office accommodation serving the Unit would be positioned at its north-western end fronting the A13 / A1306 road junction, known as the Wennington interchange. Car parking for Unit 1 would be located at the far north-western corner of the site, with HGV parking and the service yard for this unit located in-between the building and London Road.

1.10 Unit 2 would be located on the southern part of the site with a footprint measuring some 134m (l) x 90m (w). Ancillary offices would be positioned on the 'front' elevation of this building, facing south-west towards the Purfleet Road / London Road junction. Car parking for Unit 2 would be positioned on the southern side of the building adjacent to the Purfleet Road frontage. HGV parking and servicing would be positioned on the north-western side of the building. Internal routes within the site would comprise an access road broadly parallel to London Road which would link a new left-in only from London Road to an all-movement junction formed from the partial re-alignment of Purfleet Road.

1.11 Scale:

In relation to the consideration of reserved matters "scale" is defined as the height, width and length of each building proposed within the development in relation to its surroundings. The lengths and widths of proposed buildings are provided above. The maximum height of Unit 1 would be 18m above finished floor level, with the underside of the eaves of the barrel roof at c.12.5m above finished floor levels. The maximum height of Unit 2 would be 17.2m and c.12.5m to the underside of the eaves.

2.0 SITE DESCRIPTION

2.1 The application site is a triangular-shaped plot of land totalling 8.04 hectares in size. The site is located on the north-western side of Purfleet Road, with the A13 trunk road and the A1306 London Road forming the other boundaries of the site. The A13, which forms the northern boundary of the site, is within a cutting and, therefore, is below ground levels on the site. The site has a frontage to Purfleet Road of some 160m and a frontage to London Road of approximately 360m.

2.2 The site is not currently used and comprises rough, open grassland with small shrubs, isolated trees and other vegetation forming the boundaries of the site. A drainage ditch is located within the site adjacent to the majority of the London Road frontage. Levels across the site are generally flat, albeit with a gentle fall from the A13 boundary towards the Purfleet Road / London Road junction. That part of the site located closest to the A13 and the Wennington interchange lies in a low flood risk area. However, parts of the site closest to London Road and Purfleet Road are located within flood zones 2 and 3 (medium and high probability). In the immediate post-war period, the northern part of the site was used as a sand and ballast pit. During the 1960's this part of the site was infilled with household refuse, inert waste and non-hazardous commercial waste. Infilling ceased at the end of the 1960's.

- 2.3 To the south-east of the site, on the opposite side of Purfleet Road, are mainly residential properties comprising semi-detached bungalows and two-storey family housing. At the junction of London Road and Purfleet Road, and immediately adjacent to the site, is the Tunnel Garage site which originally operated as a petrol filling station and is now used for the storage and repair of commercial vehicles. To the south-west of the site on London Road is the Purfleet Industrial Park which includes a range of large warehouse buildings, small business and light industrial uses and open storage uses. The A13 trunk road lies adjacent to the northern boundary of the site and the off-slip from the trunk road joins the A1306 London Road at a roundabout junction (Wennington Interchange) immediately to the north-west of the site.
- 2.4 In the wider area surrounding the application site, the former London Fire Brigade sports ground and clubhouse is located to the south-east to the rear of the dwellings along Purfleet Road. On the northern side of the A13 to the west of Purfleet Road is open land. To the south of the Purfleet Industrial Park is the RSPB nature reserve and visitor centre at Aveley Marshes.

3.0 RELEVANT HISTORY

Reference	Description of Proposal	Decision
48/00059/FUL (part of site)	Extension of mineral working and new access	Approved
57/00003/FUL (part of site)	Tipping of refuse	Approved
57/00429/FUL (part of site)	Use of land for residential purposes	Refused
71/00906/FUL (part of site)	Secure lorry park and storage of vehicles	Refused
08/00858/TTGOUT	Outline planning application for the redevelopment of the site for employment use (Classes B1 (a) / B1(c) / B2 / B8 / Sui Generis car showroom) totalling 38,686 square metres (floorspace) with means of access and quantum of development to be approved. All other matters to be reserved	Approved, subject to s106
12/00862/OUT	Outline planning application for the redevelopment of the site for employment use totalling 38,686sq.m. (416,416 sq.ft) with means of access and quantum of development to be approved. All other matters to be reserved.	Approved, subject to s 106

17/00588/CONDC	Application for the approval of details reserved by condition nos. 6 (Parameter Plan), 7 (site levels), 8 (off-site highway works), 11 (Construction Environment Management Plan), 14 (surface water management), 20 (pollution control), 24 (boundary treatments), 25 (external lighting), 27 (cycle parking), 28 (external materials), 29 (renewable energy), 30 (ecological enhancement) and 31 (noise mitigation) of planning permission ref. 12/00862/OUT (Outline planning application for the redevelopment of the site for employment use total 38,686sqm with means of access and quantum of development to be approved. All other matters to be approved.)	Under consideration – reported elsewhere on this agenda
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- 3.1 The planning history set out in the above table that parts of the site have a history of mineral extraction and subsequent infilling with refuse. Historic Ordnance Survey mapping dating from the late 1930's first shows the northern part of site, now adjacent to the Wennington interchange used as a sand and ballast pit. Mapping from the early 1960's shows a disused sand and gravel pit extending across a substantial part of the north-west of the site. Records from the Environment Agency reveal that after the extraction of minerals from part of the site, the void was infilled with commercial and household waste. This landfill site is referred to as the Sandy Lane site and was operated by the former Greater London Council.
- 3.2 In 2008 an outline planning application was submitted to the former Thurrock Development Corporation proposing the development of the site with a mix of employment generating uses (ref. 08/00858/TTGOUT). Following referral of the application to the Secretary of State and the completion of a S.106 legal agreement, conditional planning permission was granted in June 2011. No reserved matters applications were submitted pursuant to this outline permission and this permission has 'timed-out'.
- 3.3 A further outline planning application (ref. 12/00862/OUT) was submitted in 2012 proposing the same amount of built floorspace, but with a greater proportion of Class B8 floorspace. The Planning Committee resolved to approve this application in 2013, subject to referral to the Secretary of State, a s106 agreement and planning conditions. Outline planning permission was granted in May 2014.

3.4 Elsewhere on this agenda is a report considering an application (17/00588/CONDC) for the approval of details reserved by a number of pre-commencement conditions attached to 12/00862/OUT. This accompanying application is brought before Planning Committee as it seeks permission to amend the parameters of the outline planning permission.

4.0 CONSULTATIONS AND REPRESENTATIONS

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

4.2 PUBLICITY:

This application has been advertised by way of individual neighbour notification letters sent to 81 nearby residential and commercial occupiers, press advert and public site notices. Five letters of objection have been received from residents in Purfleet Road and London Road raising the following concerns:

- increased traffic congestion;
- impact on air quality;
- increased noise;
- visual impact;
- unsuitable design and building materials;
- flood risk;
- disturbance during construction works;
- overlooking;
- loss of views; and
- unacceptable building height.

4.3 The following consultation replies have been received.

4.4 ANGLIAN WATER:

Impacts on the public surface water sewerage network have not been adequately assessed at this stage. Information for the discharge of condition no. 14 of the outline planning permission (surface water management) should be submitted.

4.5 ESSEX & SUFFOLK WATER:

No objection.

4.6 ENVIRONMENT AGENCY:

No reply received.

4.7 HIGHWAYS ENGLAND:

No reply received. In commenting on the outline planning applications, Highways England raised no objection to the proposals subject to mitigation secured through planning obligations. The s.106 agreement secures this mitigation.

4.8 ENVIRONMENTAL HEALTH:

No adverse comments.

4.9 FLOOD RISK MANAGER:

Detailed comments are provided in response to application ref. 17/00588/CONDC reported elsewhere on this agenda.

4.10 HIGHWAYS:

Request confirmation regarding accessibility to HGV parking bays. In response, the applicant has provided tracking diagrams for HGVs.

4.11 LANDSCAPE & ECOLOGY ADVISOR:

Detailed comments are provided in response to application ref. 17/00588/CONDC reported elsewhere on this agenda.

5.0 POLICY CONTEXT**5.1 National Planning Guidance**National Planning Policy Framework (NPPF)

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

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

- Building a strong, competitive economy
- Promoting sustainable transport
- Requiring good design
- Meeting the challenge of climate change, flooding and coastal change.

Planning Practice Guidance (PPG)

In March 2014 the Department for Communities and Local Government (DCLG) launched its planning practice guidance web-based resource. This was accompanied by a Written Ministerial Statement which includes a list of the previous planning policy guidance documents cancelled when the NPPF was launched. PPG contains 48 subject areas, with each area containing several subtopics. Those of particular relevance to the determination of this planning application comprise:

- air quality
- climate change
- design
- determining a planning application
- flood risk and coastal change
- land affected by contamination
- light pollution
- natural environment
- noise
- renewable and low carbon energy
- use of planning conditions.

5.2 **Local Planning Policy**

Focused Review of the LDF Core Strategy (2014)

This Review was commenced in late 2012 with the purpose to ensure that the Core Strategy and the process by which it was arrived at are not fundamentally at odds with the NPPF. There are instances where policies and supporting text are recommended for revision to ensure consistency with the NPPF. The Review was submitted to the Planning Inspectorate for independent examination in August 2013. An Examination in Public took place in April 2014. The Inspector concluded that the amendments were sound subject to recommended changes. The Core

Strategy and Policies for Management of Development Focused Review: Consistency with National Planning Policy Framework Focused Review was adopted by Council on the 28th February 2015.

Draft Site Specific Allocations and Policies DPD

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

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

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

Thurrock Local Development Framework Core Strategy and Policies for the Management of Development (as amended) (2015)

The following Core Strategy policies apply to the proposals:

- CSSP2 (Sustainable Employment Growth)
- OSDP1 (Promoting Sustainable Growth and Regeneration in Thurrock)
- CSTP6: Strategic Employment Provision
- CSTP14 (Transport in the Thurrock Urban Area: Purfleet to Tilbury)
- CSTP22 (Thurrock Design)
- CSTP25 (Addressing Climate Change)
- CSTP26 (Renewable or Low-Carbon Energy Generation)
- CSTP27 (Management and Reduction of Flood Risk)
- PMD1 (Minimising Pollution and Impacts on Amenity)
- PMD2 (Design and Layout)
- PMD8 (Parking Standards)

Thurrock Local Plan

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

6.0 ASSESSMENT

6.1 The grant of outline planning permission (ref. 12/00862/OUT) in May 2014 established the principle of developing up to 38,686 sq.m. floorspace of warehousing, with ancillary offices on the site. The outline permission sets a number of limitations and parameters within which the development may occur, including maximum floorspace, the mix of Class B1(a) and B8 floorspace and the parameters for developed and non-developed areas. An application for the approval of details reserved by planning conditions (ref. 17/00588/CONDC) appears elsewhere on this agenda and proposes amendments to the parameters established by the outline permission. This submission for the approval of reserved matters is predicated on the revised parameters promoted by application ref. 17/00588/CONDC. On the assumption that the recommendation to approve the revised parameters is agreed, the issues to be considered in this case are the appearance, landscaping, layout and scale of the development with reference to the outline planning permission (as revised) and the impact upon surrounding amenity, the surrounding highways network, design issues and sustainability.

6.2 IMPACT ON AMENITY

There are no sensitive receptors to the east (A13) or west (Purfleet industrial estate) of the site. However, residential properties are located to the south of the site on the opposite site of Purfleet Road. The layout of the development would place Unit 2 closest to residential neighbours, although HGV manoeuvring areas and loading bays would be positioned on the building elevation facing away from dwellings. Therefore the Unit 2 building itself would act as a visual and noise screen. The less intensive activity of staff car parking would be positioned closest to the Purfleet Road boundary and would be screened by a bund planted with trees. There are no objections to the layout and impact on amenity with regard to noise or air quality issues. Subject to implementation and maintenance of the planted bund, the visual amenities of dwellings in Purfleet Road would not be harmed.

6.3 The two proposed buildings would be contemporary in appearance but employ the use of the random or pixelated arrangement of different grey and silver tones of

cladding to break-up the mass of the structures. The appearance of the buildings would also incorporate a barrel roof form in order to reduce height adjacent to the Purfleet Road frontage. The height of both proposed buildings would comply with the maximum height parameter established by the outline planning permission. Indeed the maximum height of Unit 2 (close to neighbouring dwellings) is below the maximum height parameter.

6.4 Under this heading it is concluded that the impacts on surrounding amenity arising from the layout, appearance, landscaping and scale of the proposals are acceptable.

6.5 HIGHWAYS IMPLICATIONS

Access arrangements for the development comprising:

- a new left-in only access from the southbound A1306 opposite its junction with Juliette Way;
- a realignment of the westernmost section of Purfleet Road to create a new signalised junction on the a1306; and
- a new HGV and other vehicle access into the site from the realigned Purfleet Road

were approved via the outline planning permission. The applicant and the highways authority completed a s278 (highways) agreement in July 2016 and works to create the new accesses commenced in April 2017. These works are ongoing and are estimated to be completed in autumn 2017.

6.6 The outline planning permission is subject to planning conditions addressing these off-site highways works, a potential Traffic Regulation Order to close the original section of Purfleet Road to through traffic and requiring details of cycle parking. With regard to car parking provision, the Transport Assessment accompanying the outline planning application noted the Essex County Council parking standards document (2009), although layout plans presented with the outline submission were purely illustrative.

6.7 The Draft Thurrock Parking Standards and Good Practice document (2012) suggests a maximum car parking provision of 1 space per 150sq.m. for Class B8 (warehousing) floorspace and 1 space per 30sq.m. for Class B1 (office) floorspace. As the development involves Class B8 floorspace with ancillary office floorspace it is appropriate to apply the mixed parking standard. Based on the proposed split of office (8% of total floorspace) and warehouse (92% of total floorspace) Draft Standards indicate that 297 car parking spaces are required. The layout proposes a total of 332 parking spaces allocated between 196 spaces for Unit 1 and 136

spaces for Unit 2. The Draft 2012 Standards notes that HGV parking provision for Class B8 uses should be based on “operational requirements”. Although this is a speculative development with no end-users for the buildings identified at this stage 100 spaces for HGV’s are proposed, in addition to 37no. dock levellers and level access docks. These operational HGV areas would be provided within secure yard areas with associated gatehouses and it is considered that sufficient HGV parking and loading areas have been provided to meet the requirements of potential future operators.

- 6.8 In considering vehicle parking issues it should be noted that obligations within the s106 legal agreement require a financial contribution towards improved bus services, a Travel Plan and corrective highways measures if monitored vehicles movements associated with the development exceed designated thresholds.

DESIGN ISSUES

- 6.9 The appearance of the building with reference to nearby residential amenity is considered at paragraphs 6.2 and 6.3 above. As the A13 carriageway and westbound off-slip adjacent to the site are at a lower level with intervening planting, views of the buildings would be limited and filtered. In any case the proposed approach to the cladding of the building would assist in enlivening the long elevations, particularly of Unit 1. The ‘front door’ of Unit 1 facing towards the Wennington interchange would be a largely glazed office elevation. The warehouse elevations of Unit 1 would be set well back from the A1306 frontage by a minimum of 30m, increasing to 140m.
- 6.10 As noted above, there is a comprehensive landscaping scheme for the development, with tree, shrub or hedge planting to all site boundaries. Proposed new planting in combination with consistent boundary treatments across the site will ensure that the development ‘reads’ as a single comprehensive development. In particular, the proposals include natural timber knee-rail and post and rail fencing adjacent to boundaries with black coloured weldmesh fencing to the yard area. This type of secure fencing represents a distinct improvement on the galvanised palisade fencing commonly found at commercial sites.
- 6.11 The outline planning permission is subject to planning conditions prohibiting working outside of the buildings and also restricting external storage, unless otherwise agreed in writing. A planning condition also requires the submission and agreement of external lighting. This submission is accompanied by an external lighting assessment and an indicative lighting layout which proposes a combination of either column or wall mounted LED lighting. Within the car parking area of Unit 2 closest to London Road four 8m high columns and one 8m high wall mounted luminaires are proposed. Due to the type of LED luminaires and the shielding and

angling of lamps any overspill lighting beyond the Purfleet Road site boundary would be minimal.

SUSTAINABILITY

- 6.12 An accompanying 'Energy and Sustainability Strategy Report' confirms that the development would meet the BREEAM 'very good' standard and would generate 10% of energy requirements from on-site sources. In this case the technologies proposed are an air source heat pump and roof-mounted photovoltaic panels. These matters are subject to planning conditions attached to the outline planning permission.

7.0 CONCLUSIONS AND REASONS FOR RECOMMENDATION

- 7.1 This application for the approval of reserved matters is considered to be in accordance with the parameters established by the outline planning permission (as amended by 17/00588/CONDC). Indeed, the reserved matters involve a slightly reduced floorspace compared to the outline approval. The appearance, landscaping, layout and scale of the proposals are considered acceptable with regard to their impact on the surrounding area and the highways network. This reserved matters application would ensure the satisfactory development of the site, as envisaged by the outline planning permission, and it is recommended that the reserved matters are approved.

- 7.2 With reference to planning conditions, the outline permission covers the majority of subject areas and the only conditions which can be imposed at reserved matters stage are those which relate directly to those reserved matters. Accordingly, only a limited number of planning conditions are recommended.

8.0 RECOMMENDATION

- 8.1 It is recommended that this application be APPROVED subject to the following planning conditions:

Approved plans

1. The development hereby permitted shall be carried out in accordance with the following plans and drawings:

30824-PL-100	Site Location Plan
30824-PL-101 B	Site Layout Plan
30824-PL-102	Ground Floor Plan Unit 1
30824-PL-103	First & Second Floor Plans Unit 1

30824-PL-104	Floor Plans Unit 2
30824-FE-75	Elevations Unit 1
30824-FE-76	Illustrated Elevations Unit 1
30824-FE-77	Elevations Unit 2
30824-FE-78	Illustrative Elevations Unit 2
30824-PL-109 A	External Works & Fencing
30824-PL-110 B	External Materials
30824-PL-112	Parameter Plan
30824-PL-113	Unit 1 Roof Plan
30824-PL-114	Unit 2 Roof Plan
1448-01 Rev. C	Layout Showing Proposed Soft Landscape General Arrangements
1448-02 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning
1448-02 Sheet 1 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning
1448-02 Sheet 2 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning
1448-02 Sheet 3 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning
1448-02 Sheet 4 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning
1448-02 Sheet 5 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning
1448-02 Sheet 6 Rev. A	Sections Through Proposed Landscaping – Section 1
1448-02 Sheet 7 Rev. A	Sections Through Proposed Landscaping – Section 2
1448-02 Sheet 8 Rev. A	Sections Through Proposed Landscaping – Section 3
DG-DT-S205 Rev. A	Typical detail of Protective Knee Rail Fencing

REASON: For the avoidance of doubt and in the interests of proper planning.

Ancillary structures

2. Prior to their construction or installation details of the design and appearance (including finishing materials) of the entry / exit gatehouses, electricity sub-station and sprinkler tanks (and associated pump houses) as shown on drawing ref. 30824-PL-101 B shall be submitted to and approved in writing by the local planning authority. These buildings and structures shall be constructed / installed in accordance with the approved details.

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

Landscaping

3. In the first planting season following the first occupation of the development (or in accordance with a programme previously agreed in writing by the local planning authority) the site shall be landscaped in accordance with the details shown on drawing nos.:

1448-01 Rev. C	Layout Showing Proposed Soft Landscape General Arrangements
1448-02 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning
1448-02 Sheet 1 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning
1448-02 Sheet 2 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning
1448-02 Sheet 3 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning
1448-02 Sheet 4 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning
1448-02 Sheet 5 Rev. C	Layout Showing Proposed Soft Landscaping Details For Planning
1448-02 Sheet 6 Rev. A	Sections Through Proposed Landscaping – Section 1
1448-02 Sheet 7 Rev. A	Sections Through Proposed Landscaping – Section 2
1448-02 Sheet 8 Rev. A	Sections Through Proposed Landscaping – Section 3

Any trees or plants which within a period of 5 years from the date of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation.

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

Management and maintenance of landscaping

4. Prior to the first occupation of the development (or part thereof) details of a

scheme for the long-term management and maintenance of the landscaping details referred to by condition no. 3 shall be submitted to and approved in writing by the local planning authority. The development shall thereafter be managed and maintained in accordance with the approved scheme, unless otherwise agreed in writing by the local planning authority.

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

Car parking

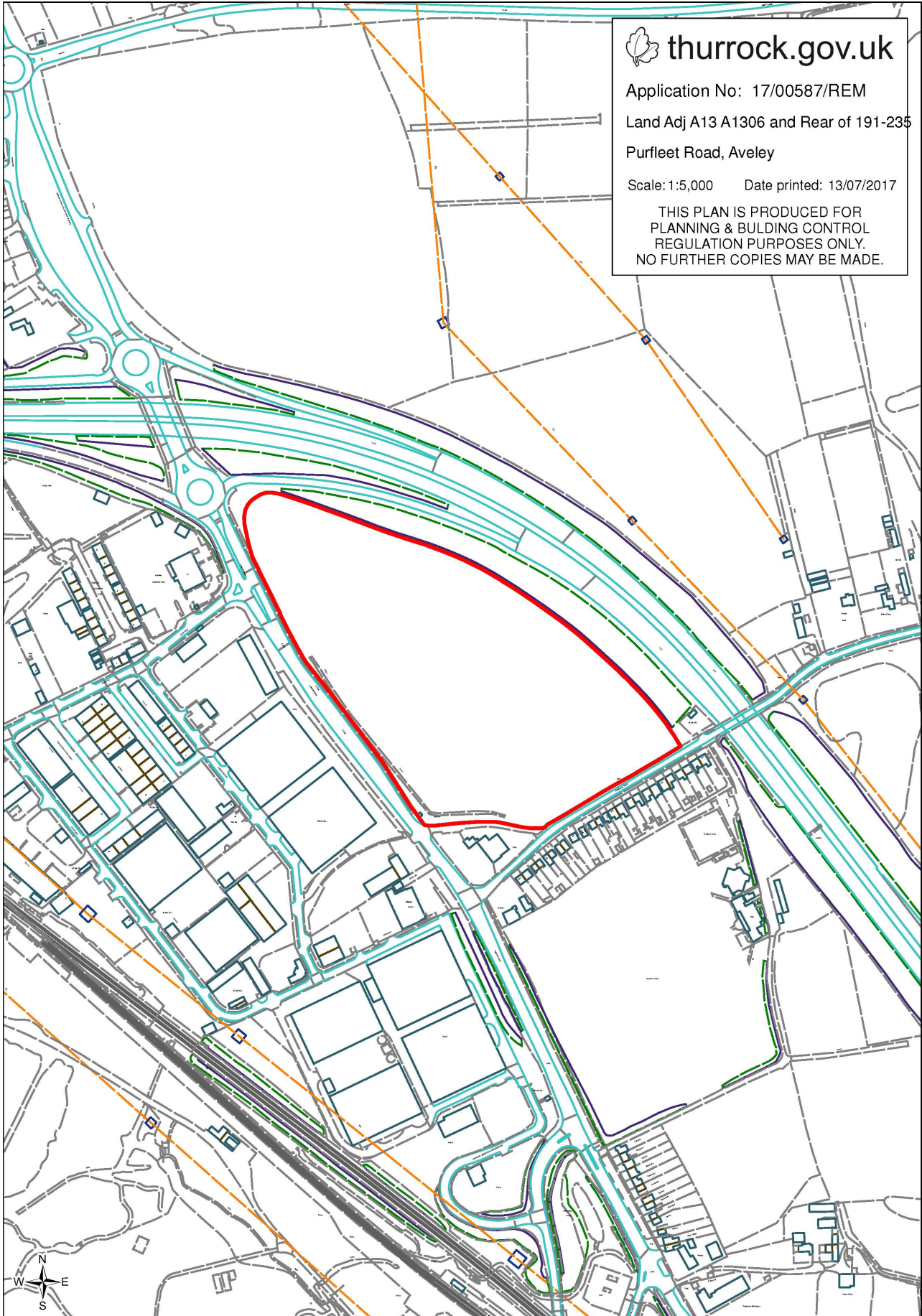
5. Prior to the first occupation of the development the car parking spaces shown on plan no. 30824-PL-101 B shall be provided and delineated. Notwithstanding the Town & Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no development shall be carried out on the site so as to preclude the use of those car parking spaces for their intended purposes. The car parking spaces shall be available in their entirety during the whole of the time that the buildings are open to users and visitors of the site.

Reason: In the interests of highway safety and amenity and to ensure that adequate car parking provision is available in accordance with policy PMD8 of the Thurrock Core Strategy and Policies for the Management of Development (as amended) (2015).

Documents:

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

www.thurrock.gov.uk/planning



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