

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

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Topographical Survey Sheet 1 of 2

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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

