

RECOMMENDED CONSULTATION RESPONSE

PLANNING COMMITTEE

16th March 2006

<u>Reference:</u> 06/00170/TTG FUL <u>Date Received:</u> 24.02.2006 <u>Ward:</u> Little Thurrock Blackshots (Torells)	<u>Site:</u> Torells School Buxton Road Little Thurrock <u>Proposal:</u> Demolition of existing school building and the construction of replacement Treetops and Beacon Hill special schools plus respite/post 16 building, garage block and related works including new access to Stanford Road. <u>Plan Number</u> (Unnumbered Plan) <u>Applicant:</u> Thurrock Council	<u>Local Planning Authority Received</u> 24.02.2006
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DESCRIPTION

This application is to be determined by the Thurrock Thames Gateway Development Corporation. The purpose of this report is to provide a Thurrock Council's consultation response about the application.

This application seeks full planning permission for the total demolition of the Torells School and its replacement with buildings to accommodate two special schools and a respite/post 16 facility. The special schools would be replacements for the existing Treetops and Beacon Hill schools in Grays and South Ockendon. The site is currently occupied by the Gateway Community College which also occupies the former St Chads school site in Tilbury. Planning permission for a new Gateway Community College at St Chads Road Tilbury was approved in May of last year.

The site is adjoined by residential development in Buxton Road and Carlton Road to the west and Stanford Road to the north-west. To the immediate north of the site is an area of open land used for grazing, separated from the site by an access track that runs from Stanford Road to a house – Heath Farm which is located immediately east of the site, with the A1089 Dock Approach Road being beyond this. To the south the site abuts Woodside primary school and an area of woodland.

The proposed schools would be served by a new priority junction onto the A1013 Stanford Road with a ghosted right turn lane provided. A new combined footpath/cycleway would be provided beside the access road linking to the existing facilities on the south side of Stanford Road. The access track serving Heath Farm would be connected to the proposed site access road. The main gate of the current school is at the end of Buxton Road. This entrance would be retained as a pedestrian/cycle access and serve as an alternative access for emergency vehicles.

The existing school was first developed in the 1950's on former agricultural land and subsequently extended. Some of the buildings were demolished in October 2002 on health and safety grounds.

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The application arises from the Council's strategy and action programme for special educational needs published in June 2002. This arose as a response to a number of factors including the increasing number of pupils with a range of learning difficulties being educated in Thurrock's schools, the availability and cost of provision outside the Borough, the recommendations of the Government's Green Paper 'Excellence for All Children' (1997) and the impact of the Special Educational Needs and Disability Act 2001.

In June 2002 the Council's Cabinet specified the priorities for the implementation of the strategy and action programme. These included to support the development of a centre of excellence model within the local area to cater for children and young people across the age range of 2-19, which would include developing special schools as centres of excellence and enhancing the capacity of nominated special schools to provide outreach support to mainstream schools.

The proposed schools would cater for a greater number of pupils than the current schools. The current schools have a combined total of 242 pupils. The proposed schools would cater for 290 pupils but this could rise to 330 beyond 2016.

The application has been accompanied by a supporting planning statement, a flood risk assessment, and a transport assessment.

Relevant History

04/01361/TBC – Outline application for the redevelopment of site for residential and related works including demolition of existing buildings, vehicular access to Stanford Road, internal access roads, community facility, open space and landscaping. Withdrawn.

04/01362/TBC – Construction of two special schools and respite building, including, vehicular access, access road, parking, garages and playing field and landscaping on land at Stanford Road. Withdrawn.

05/00662/TBC – Construction of two special schools and respite building, including vehicular access road, parking, garages, playing field and landscaping. Withdrawn.

05/01043/TTGFUL – Construction of two special schools and respite building, including vehicular access, access road, parking, garages, playing field and landscaping. Withdrawn.

The existing Treetops school has been subject of the following applications:-

05/00663/TBC – Outline application for residential development. Withdrawn.

05/01042/TTGOUT – Outline application for residential development and related works, including demolition of existing buildings, vehicular access to Dell Road, internal access roads, open space and landscaping. Withdrawn.

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The Beacon Hill school has been the subject of the following applications:-

05/00664/TBC – Outline application for residential development. Withdrawn.

05/01041/TTGOUT – Outline application for redevelopment of site for residential and related works including demolition of existing buildings, vehicular access to Erriff Drive and landscaping. Withdrawn.

Planning permission for the new Gateway Community College was granted further to application 04/01363/TBC.

Consultations

Highways – to be reported.

Environment Agency – to be reported.

The application has been advertised by way of site and newspaper notices, and local residents have been notified. As the period of notification had not expired at the time of writing of this report members are recommended to view the 'letters book' to view any representations received. The expiry of the site notice and advertisement will be after the Committee and any views received following the Committee meeting will be forwarded to the Development Corporation.

APPRAISAL

Policy

The site is located within the green belt as designated on the Thurrock Borough Local Plan. It is similarly designated on the Deposit Thurrock Borough Unitary Development Plan (Deposit UDP). Policy GB1 of the local plan (USP12 of the Deposit UDP) sets out the general restriction on development within the green belt. It states that permission will not be given, except in very special circumstances, for the construction of new buildings or for the change of use of land unless it is for any of a range of purposes specified in the policy. The proposal does not fall within any of those specified purposes. This policy does permit the limited infilling or redevelopment of major developed sites but the application site is not so designated on the local plan. The purposes specified in the policy are similar to those used in Planning Policy Guidance PPG2 – Green Belts, for determining what is appropriate/inappropriate development in the green belt.

The immediate site of the school buildings is designated as a major developed site on the Deposit UDP. Policy GRB2 of the Deposit UDP states that proposals for the complete redevelopment of major developed sites are permitted if the development does not:- have a materially greater impact on the openness of the green belt; exceed the height of the existing buildings; occupy a larger area of the site than the

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existing buildings unless it would result in a reduction in height benefiting visual amenity; have a materially adverse effect on visual amenity or landscape character, or; introduce a major traffic generating use outside urban areas and with no access to public transport or would involve road requirements which would have an adverse impact on the Green Belt.

On 15th September 2004 the Council's Cabinet decided that further work on the UDP should be suspended and that a Local Development Framework would be produced under the new development plan system introduced in the Planning and Compulsory Purchase Act 2004. Thurrock Council's Local Development Scheme was published in April 2005. Although the Deposit UDP accepts in principle the redevelopment of this site and represents the more recent thinking of the Council about the status of this site compared with the local plan which was adopted in 1997, the plan cannot be given a great deal of weight because of the early stage of its now suspended progress. It should also be noted that for reasons discussed below the proposals would in any event infringe the requirements of policy GRB2.

There is a general presumption against inappropriate development within the green belt. Inappropriate development is by definition harmful to the green belt. PPG2 states that it is for the applicant to show why permission should be granted. Very special circumstances to justify inappropriate development will not exist unless the harm by reason of inappropriateness, and other harm, is clearly outweighed by other considerations.

Clearly the most important considerations in this regard are what affect the proposal would have on the openness of the green belt and what merits the proposal might have in its favour.

The built footprint of the proposed buildings would be some 12,200 square metres. This compares with the existing footprint of 5400 square metres and the previous footprint of 7,900 square metres. It has been suggested in mitigation that because the proposed buildings would be predominantly single storey whilst around half of the existing buildings are two storey that the net impact on the green belt would not be significant. The single storey buildings are described as having low sweeping roofs to reduce their apparent height and bulk. However these mono- pitched roofs would rise to a height of some 9 metres - taller than the existing two storey flat roofed buildings on the site. The proposed sports hall would rise to 11 metres, and the respite building would be of two storeys rising with a shallow pitched roof to 9 metres.

Notwithstanding the predominantly single storey nature of these proposals the buildings would have a considerable bulk and present a greater profile to the surroundings. Thus there is nothing in their design which could be regarded as compensating for the increased footprint over that which exists and previously existed on the site. Furthermore the proposed buildings would be spread out further north than the existing buildings which would tend to reinforce their obviousness when seen from Stanford Road particularly where it passes at

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elevated level over the Dock Approach Road, which is the most public vantage point. The buildings would extend close to the northern site boundary so there would be little opportunity to screen them from views by additional planting to augment the sparse hedgerow along this boundary. The scheme has been designed so as to be capable of construction either in its totality, or in two phases with the new Treetops school being built prior to vacation of the site by the Gateway Community College and the remaining facilities being provided after. The consequence of retaining this option to construct the Treetops school at an early date precludes the ability to re-plan the proposed layout to provide greater space for screen planting along this boundary.

Therefore on this point the proposal would have an adverse affect on openness. The merits of the application therefore rest on whether there are any other matters which might amount to very special circumstances.

Clearly an identified need for the proposed facilities is a material consideration but could not be regarded as sufficient reason for permitting development in the green belt unless it can be demonstrated that the existing school sites are unable to cater for this needed development (being as flexible as possible in how that development is organised) and that there is a lack of other suitable sites within the urban area or indeed any less visually damaging green belt site. The availability of other sites will obviously be related to suitability of location in terms of the nature of the host environment. Additionally it would also be appropriate to consider the cost of alternative means of provision. While other sites within the built-up area might in be available in theory this proposal would undoubtedly be contrary to local plan policies for these sites and thus would be likely to prejudice local plan objectives. Additionally if the cost of land purchase was effectively prohibitive within the context of the Council's budget bearing in mind all available sources of finance then it would be reasonable to exclude such possibilities from the analysis. It is not unreasonable to adopt a 'real world' approach in this respect rather than a theoretical one bearing in mind the profound social need for these facilities.

In July 2003 the Council's Cabinet agreed a strategy relating to the then 3 existing special schools – Treetops, Woodacre and Knightsmead. Woodacre and Knightsmead schools were to be closed with a new school (Beacon Hill) created on the Woodacre site. Treetops school was to be enlarged. A new children's centre was to be provided on the Knightsmead site to provide pre-school facilities. The possibility of providing respite care at the Woodacre and Treetops sites was to be explored. The strategy has been partially implemented. Knightsmead school closed in July 2004 and Beacon Hill School opened in September 2004 on the Woodacre site. The Knightsmead school site continues to be used on a temporary basis as part of the Beacon Hill and Treetops school. At the same time the Council commissioned feasibility studies to explore the possibility of redeveloping the Beacon Hill/Woodacre and Treetops sites in order to provide the required centres of excellence.

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With regards to the existing Treetops site the existing buildings and their environment present a number of problems, the most fundamental being the constraints of the sites size and configuration which effectively prevents any comprehensive expansion or remodelling to address undersized teaching spaces and accessibility difficulties. The fact that the school playing field is physically divorced from the school building area and is accessible only by steep steps also poses major problems.

With regards to the existing Beacon Hill site the existing buildings fall short of modern teaching requirements in a number of ways, and there are also a number of problems associated with mobility and sanitary provision which cannot be easily overcome. Parking, drop-off and play areas are also unsatisfactory. Options for phased improvements were investigated but it was concluded these would result in works over a long period of time with the end result being barely satisfactory. The conclusion was reached that for best value and provision of adequate educational standards the school should be re-built. However the existing site has limited exterior space and a new school would barely fit on the site with the present school left in place, and the residual space left after demolition would not be adequate for play and parking etc. The option of decanting the school into temporary accommodation in order to facilitate the building of a new school was discounted as such accommodation would not be suitable, and the site would still remain too small at the end of the day.

The conclusions of the feasibility studies were that the required centres of excellence could not be accommodated on the existing school sites and attention therefore turned to the provision of new schools on a replacement site. It was decided from the outset to seek a shared site for the schools because of the operational and educational advantages. No suitable urban brownfield sites were found and the search then progressed to urban fringe sites. The current application site was initially rejected on availability grounds due to its active use by the Gateway Community College with vacation unlikely until September 2007 at the earliest. Consequently the neighbouring land to the north of the Torells School site was chosen and a planning application submitted but subsequently withdrawn following public opposition. As a result attention has now been focused on the existing Torells school site and in particular the option of a phased construction of the schools pending relocation of the Gateway Community College.

With respect to the green belt designation of the site officers believe that very special circumstances do exist in this case which outweigh the harm by reason of inappropriateness and other harm caused by loss of openness.

Policy USP2 of the Deposit UDP relating to sustainable development states that a sequential approach should be used to identify the most appropriate locations for development. The location exercise undertaken can reasonably be regarded to meet this requirement taking into account the particular nature of the proposed use.

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Detail

If the proposals are to be considered acceptable in principle when judged against policy GB1 then it is necessary to consider their merits under policy GB2 relating to design considerations in the green belt. This states the Council's expectation that buildings will be properly designed and that careful regard will be paid to the siting, scale, layout and location of buildings. The development should not have a detrimental effect on the amenities of local residents, rural activities and countryside users nor on highway safety. Any development should take full account of its impact on the existing landscape and should safeguard, maintain and enhance existing landscape features. Furthermore policy BE1 of the local plan states the Council's general expectation that new developments will have a high standard of design, and that full and appropriate consideration will be given to the integration of the development with its immediate surroundings and, where relevant, with the wider setting.

The proposed buildings would have brickwork facings with either tiled roofs or in the case of the shared facilities building gently curved metal standing seamed roofing. The proposed buildings can be considered to be of adequate design. An argument could be made that as buildings in the open countryside they should follow the precedent of vernacular agricultural buildings but such an approach would be unreasonably restrictive and fail to recognise the legitimacy of other design approaches for these types of buildings. The only reservation is that there would not be a consistent design approach between the various structures with the curved roofed facilities building sitting between the monopitched Treetops and Beacon Hill buildings and the ridged roofed respite building standing next to the curved roofed mini-bus building. The respite building would be the first of the major buildings to be viewed when entering the site but would be the least successful in terms of its design, appearing a little ungainly and 'suburban' compared with the other buildings. The proposals may represent a centre of excellence in terms of the quality of facilities intended but may not represent a truly outstanding aesthetic spirit. Neither is it clear that the proposals represent the 'state of the art' in terms of sustainable construction and service provision, or the use of alternative energy sources.

The siting of the proposed buildings has been devised to not intrude onto those parts of the school site which are designated under policy LR5 of the local plan as existing open spaces. This policy states that development which would involve the loss of existing outdoor playing space or of amenity space within or adjacent to built up areas will not be permitted where it can be shown that such space has recreational or amenity value. Those designated parts are shown to be used for outdoor sports facilities including for athletics, football and cricket.

There is no reason to believe the proposals would have any materially adverse effect on the amenities of local residents in Buxton Road and Carlton Road who have the existing school neighbouring them. The arrangement of buildings would be different with the new buildings being sited further from the nearest residents in

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Buxton Road and Carlton Road than the existing buildings. Thus to the extent that these existing buildings feature in the outlook from these properties and give rise to some overlooking there would be an improvement with scope for planting to be introduced. At 105 metres the two storey respite building would be located at such distance from properties on the north side of Buxton Road as to not cause any unacceptable loss of privacy from overlooking – the Council's normal minimum standard for window to window distances between residential properties as set out in the local plan being 20 metres. Buildings would be closer than present to the eastern boundary and thus to properties in Badgers Mount, Heath Road and Farm Roads on the opposite side of the Dock Approach Road which runs between landscaping at this location. However there would be at least 120 metres between any proposed building and any residential property in these roads and there would be no material affect on the amenities of these residents. The open areas of the existing school have previously been used for sporting purposes and there is no reason to believe that the proposed facilities in those same locations would give rise to any material increase in disturbance to local residents. The provision of the main access to Stanford Road would reduce traffic and parking on the local residential roads, and thus if anything the proposal would bring about some benefits for residents in this regard. It is proposed that access to the site for construction traffic would be via Stanford Road.

The residential property which would have the most changed outlook as a consequence of the proposals would be Heath Farm. Clearly the residents of this property will have had the noise of the existing school and the possible disturbance arising from children using the subway under the Dock Approach Road and will have chosen to occupy the property in the knowledge of that. The application proposes to place two multisport courts beside this property one of which would effectively run the length of the property. It is not clear what type of fencing might be erected around these or more significantly whether there is any intention to floodlight these areas. There are existing hardsurfaced play areas in this position, so if no lighting is intended there would be little change in circumstances arising from these proposed courts. The most significant change would come about from the positioning of the buildings. Heath Farm has its windows orientated north and south so it does not have a direct outlook onto the existing school buildings. The nearest building at present is approximately 50 metres distant but not in a direct line of sight. The proposed Beacon Hill school at the southern end of the site would be positioned a similar distance away but be more extensive and thus seen could be seen more readily from first floor windows. The proposed two storey sports hall would be 40 metres away and again could be viewed more readily from the first floor windows of the property. The proposed Treetops school located at the northern end of the site would have a more obvious impact on outlook as no existing buildings occupy this part of the site, none have previously, and there would be a more direct line of sight from windows towards this building. There is no issue of loss of privacy arising from this positioning given the single storey nature of this building, but the mass of the building, albeit seen from a distance of approximately 80 metres would be a significant change. However given the distances involved for all these buildings and the fact that these buildings would not

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materially affect the outlook from the principal ground floor windows of the property it is not considered that permission should be refused because of the affects on Heath Farm.

A 2 metre high brick wall is proposed to be erected along the eastern boundary of the site in order to attenuate the noise from the Dock Approach Road. This would have little affect on the appearance of the locality as it would largely be screened by the vegetation along this road. This wall would extend along the boundary with Heath Farm. The garden to this property is already partially screened from the school by fencing so the wall would not have a unacceptably greater impact on the outlook of residents. A proposed path is shown to run from the subway under the Dock Approach Road beside the boundary so the wall would provide some privacy for the occupiers.

The site for the schools is identified as being within a Flood Zone 1 location on the Environment Agency's flood plain maps which is defined in Planning Policy Guidance PPG25 – Development and Flood Risk, as being areas that have little or no risk of river tidal, or coastal flooding. However a Flood Risk Assessment has been submitted with the application in accordance with advice given by the Agency. This identifies that the main flood risk associated with the proposal is the potential for flooding elsewhere arising from increased runoff from the impermeable area of the proposed development. In order to minimise this risk the primary means of disposal of surface water from the site is proposed to be via soakaways or other forms of infiltration drainage. The design of infiltration drainage is dependant on the permeability of the sub-soil strata. Trial soakaway tests have demonstrated that infiltration drainage would be viable for this site. The assessment also deals with foul drainage noting that the existing school appears to be served by the sewer in Buxton Road and that as a consequence of the population of the proposed schools being less than the capacity of the school buildings lower demand should be placed upon this sewer than has been the case in the past.

A desk based archaeological assessment has concluded that the site has the potential to contain Palaeolithic remains but that such remains were anticipated as occurring at a considerable depth and thus unlikely to be affected by the proposed redevelopment. The site is close to what may be signs of Neolithic settlement and there is also evidence of roman settlement in the area. There is a possibility that similar remains may be present on the school site but any archaeological remains on the site of the proposed buildings are likely to have been destroyed when the existing and previous school buildings were built.

The principles of sustainable development lie at the heart of national planning policy expressed in Planning Policy Statement PPS1 - Delivering Sustainable Development. In order to provide improved access for all to community facilities including education it encourages local planning authorities to ensure that new development is located where everyone can access it by means of transport other than the private car. Policy USP2 of the Deposit UDP states that in granting planning permission the Council will wish to see that development is accessible by

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existing and committed sustainable means of transport. Policy USP32 states that development proposals outside the urban area will be required to appropriately promote other modes of transport than the motor vehicle.

The site is located centrally within the catchment area to be served by the new schools and is adjacent to the urban area of Grays. A number of bus services run along Stanford Road and others run along King Edward Drive and Heath Road, and access from the later and other points east of the Dock Approach Road is possible on foot and cycle via the subway under this road. Thus the site has a relatively good degree of accessibility by all modes of transport.

In Planning Policy Guidance PPG13 – Transport, the Government promotes the widespread use of Travel Plans amongst businesses, schools, hospitals and other organisations, and states that new and expanded school facilities should be accompanied by a school travel plan which promotes safe cycle and walking routes, restricts parking and car access at and around schools, and includes on-site changing and cycle storage facilities. The submitted Transport Assessment seeks to demonstrate that the proposed new junction to Stanford Road can adequately cope with the expected traffic flows based on known traffic flows to the existing schools. While this needs to be demonstrated in the interests of highway safety the application fails to address the need to improve upon the status quo in terms of encouraging a shift to more sustainable modes of transport. PPG13 states that travel plans should be submitted alongside planning applications. In this case no such plan has been submitted. However a condition could be imposed requiring such a plan to be submitted to and agreed by the local planning authority. 183 parking spaces are proposed which is less than the maximum parking standards set out in the Deposit UDP.

Although the site contains no statutory or non-statutory wildlife sites Stanford Road is designated as an Ecological Corridor on the local plan. Policy LN16 of the plan states that developments in such designated areas will only be permitted where the nature conservation interest of the area is retained. The loss of a relatively short length of roadside verge would not materially affect the function of this route as a route for wildlife.

Should the Thurrock Thames Gateway Development Corporation decide that planning permission should be granted the application will have to be referred to the Government Office as a departure from the Development Plan.

RECOMMENDATION

The Thurrock Thames Gateway Development Corporation be advised that Thurrock Council considers this application should be approved subject to the following conditions:-

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CONDITION(S)

- 1 The development hereby permitted must be begun not later than the expiration of 3 years from the date of this permission.
- 2 Samples of all materials to be used in the construction of the external surfaces of the building(s) hereby permitted, shall be submitted to and approved in writing by, the Local Planning Authority, before any part of the development is commenced.
- 3 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995 and before any development hereby permitted is first commenced, a scheme showing full details of fences, walls, gates or other means of enclosure in and around the site and including the timing of their provision, shall be submitted to and approved in writing by the Local Planning Authority, and thereafter these works shall only be undertaken in accordance therewith.
- 4 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 indications 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, and a programme of maintenance. 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 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.
- 5 Prior to first use of any building hereby approved the proposed parking areas, vehicle and pedestrian circulation areas and access roads as shown on the submitted application drawings shall be suitably surfaced, laid out and drained in accordance with details which shall have been previously submitted to and approved by the local planning authority.
- 6 Before any other work associated with the development hereby approved commences, a temporary hardstanding shall be constructed on the site, clear of the public highway, of materials to be agreed with the Local Planning Authority and the hardstanding as agreed shall be used at all times for the delivery of materials to the site and their storage pending construction works. No such activities shall take place on the highway.
- 7 Wheel cleansing facilities shall be provided on the site in close proximity to the highway in accordance with details which shall previously have been submitted to and agreed in writing by the Local Planning Authority. Such facilities, which shall include for a barrier which stops all vehicles before they enter the highway to

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ensure that all mud and other debris is removed from the undercarriage of the vehicle and all its wheels, shall be maintained and used at all times during the construction (which shall include any demolition works) of the development hereby permitted.

- 8 The development hereby approved shall not be commenced until such time as a school travel plan has been submitted to and approved by the local planning authority. The development shall only be used in accordance with the approved travel plan or any variation to it which shall have been previously agreed by the local planning authority.
- 9 That before this development commences, drawings showing all drainage, both foul and surface water, connected with the development the subject of this application shall be submitted (with supporting calculations) to and approved by the Local Planning Authority and thereafter the works shall only be undertaken in accordance therewith before the site is first used or any other development takes place.
- 10 All works of demolition of existing buildings, ground preparation and construction of the development shall only take place between the hours of 8am and 6pm Mondays to Fridays, 8am to 1pm on Saturdays. There shall be no such works on Sundays or Bank Holidays. Any piling of foundations shall take place by such means and at such times as shall have been previously agreed by the local planning authority.
- 11 A scheme showing measures to deal with wind blown dust during the excavation and construction period shall be submitted to and agreed in writing with the Local Planning Authority prior to commencement of development. The scheme as agreed shall be implemented during the whole time such works are undertaken on site.
- 12 No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority.
- 13 The developer shall afford access at all reasonable times to any archaeologist nominated by the local planning authority, and shall allow him to observe the excavations and record items of interest and finds.
- 14 Notwithstanding the submitted details, prior to commencement of the development hereby approved a scheme shall be submitted to and approved in writing by the local planning authority providing details of any proposed floodlighting. The scheme shall include the location of all floodlight columns, the design and height of all floodlight columns and luminaires, the details of lux levels from each floodlight, and the hours when such floodlighting shall operate.

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- 15 Notwithstanding the submitted details the development hereby permitted shall be constructed to Building Research Establishment BREEAM 'excellent' standards. Prior to commencement of the development hereby approved details shall be submitted to the local planning authority demonstrating how this standard will be met.
- 16 All access for demolition, ground preparation and construction purposes shall be via Stanford Road.

REASON(S)

- 1 In order to comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 To ensure that the proposed development does not prejudice the appearance of the locality.
- 3 To safeguard the character of the locality.
- 4 In accordance with Section 197 of the Town and Country Planning Act 1990, and in the interests of visual amenity.
- 5 To ensure that satisfactory off-street car parking provision is made in accordance with the Local Planning Authority's standards and in the interests of highway safety.
- 6 In the interests of highway safety and public amenity and to prevent mud and spoil being deposited on the public highway. Also to ensure no storage of materials on the public highway.
- 7 To avoid the tracking out of mud and detritus on to the highway, in the interests of safety and amenity generally.
- 8 In the interests of sustainable transport.
- 9 The application, as submitted, does not give particulars sufficient for consideration of the details mentioned. Such details should be subject to approval of the Local Planning Authority in the interests of ensuring the incorporation of sustainable drainage systems.
- 10 In the interests of reducing nuisance to local residents.
- 11 To protect the amenities of nearby residents.
- 12 To ensure that adequate archaeological investigations and records can be made in respect of the site.

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- 13 To ensure that adequate archaeological investigations and records can be made in respect of the site.
- 14 In the interests of avoiding light pollution and in the interests of the appearance of the locality and the amenities of local residents.
- 15 In order to ensure that the development incorporates sustainable methods of construction.
- 16 In the interests of reducing nuisance to local residents.

These are the policies that were taken into consideration when determining this application:-

POLICY - GB1, GB2, BE1, LR5, LN16, BE4, BE5, BE6, BE11, T1 and T12.

In determining this application the local planning authority has taken account of the development plan policies listed above and given due weight to other material planning considerations. In addition consideration has been given to the representations received from third parties, however on this occasion it is not considered that the issues raised would warrant a refusal of planning permission. The policies mentioned above are contained in the Thurrock Borough Local Plan 1997 which can be view at the Civic Offices, Grays.

Background Documents.

File number 1883 available from Development Control, Thurrock Council, Civic Offices, New Road, Grays, Essex, RM17 6SL