

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

Planning Committee

The meeting will be held at **6.00 pm** on **7 April 2016**

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

Membership:

Councillors Terence Hipsey (Chair), Tom Kelly (Vice-Chair), Chris Baker, Steve Liddiard, Brian Little, Tunde Ojetola, Barry Palmer, Gerard Rice and Kevin Wheeler

Richard Bowyer, Thurrock Business Association Representative
Steve Taylor, Campaign to Protect Rural England Representative

Substitutes:

Councillors Clare Baldwin, Robert Gledhill and Barry Johnson

Agenda

Open to Public and Press

	Page
1 Apologies for Absence	
2 Minutes	5 - 14
To approve as a correct record the minutes of the Planning Committee meeting held on 10 March 2016.	
3 Item of Urgent Business	
To receive additional items that the Chair is of the opinion should be considered as a matter of urgency, in accordance with Section 100B (4) (b) of the Local Government Act 1972.	
4 Declaration of Interests	
5 Declarations of receipt of correspondence and/or any	

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

6 Planning Appeals 15 - 20

7 Public Address to Planning Committee

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

8 15/01303/FUL School Bungalow, 105 The Sorrells, Stanford Le Hope, Essex, SS17 7ES 21 - 42

9 15/01522/FUL: Stables, Hatch Farm 43 - 62

10 15/01483/FUL : Project Ant 63 - 130

11 15/01508/FUL: Bentons Farm 131 - 144

12 16/00173/TBC: Somers Heath Primary School 145 - 156

Queries regarding this Agenda or notification of apologies:

Please contact Kenna-Victoria Martin, Senior Democratic Services Officer by sending an email to Direct.Democracy@thurrock.gov.uk

Agenda published on: **30 March 2016**

Information for members of the public and councillors

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DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF

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

Helpful Reminders for Members

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

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

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



Does the business to be transacted at the meeting

- relate to; or
- likely to affect

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

Disclosable Pecuniary Interests shall include your interests or those of:

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

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

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

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

Pecuniary

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

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

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

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

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

Non- pecuniary

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



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

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

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

1. Create a great place for learning and opportunity

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

2. Encourage and promote job creation and economic prosperity

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

3. Build pride, responsibility and respect

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

4. Improve health and well-being

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

5. Promote and protect our clean and green environment

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

Minutes of the Meeting of the Planning Committee held on 10 March 2016 at 6.00 pm

Present: Councillors Terence Hipsey (Chair), Tom Kelly (Vice-Chair), Chris Baker, Steve Liddiard, Brian Little, Tunde Ojetola, Barry Palmer (arrived at 6.38) and Gerard Rice (arrived at 6.08pm)

Apologies: Councillor Kevin Wheeler

In attendance: Andrew Millard, Head of Planning & Growth
Leigh Nicholson, Development Management Team Leader
Matthew Ford, Principal Highways Engineer
Matthew Gallagher, Principal Planner
Nadia Houghton, Principal Planner
Jonathan Keen, Principal Planner
Curtis Smith, Highways Engineer
Paul Feild, Senior Corporate Governance Lawyer
Jessica Feeney, Senior Democratic Services Officer

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

120. Minutes

The minutes of the Planning Committee held on the 11 February 2016 were approved as a correct record.

121. Item of Urgent Business

There were no items of urgent business.

122. Declaration of Interests

Councillor Ojetola declared a non-pecuniary interest in relation to applications for Aveley Football Club, Mill Road, Aveley, Essex RM15 4SR as he was a member of the Impulse Leisure Board. These applications were 15/01453/FUL, 15/01438/REM and 15/01455/FUL.

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

Councillor B Little received correspondence related to application 15/01522/FUL Stables Hatch Farm Fen Lane Bulphan Essex.

Councillor Hipsey received Correspondence related to applications 15/01453/FUL, 15/01438/REM, and 15/01455/FUL all relating to Aveley Football Club, Mill Road, Aveley, Essex, RM15 4SR.

124. Planning Appeals

The report before Members provided information with regard to appeals performance.

RESOLVED:

The report was noted.

125. Tree Preservation Report relating to Oak tree located on land at 60 Derry Avenue, South Ockendon (TPO reference 03/2015)

The Principal Planner informed the Committee that the report related to a prominent oak tree located at 60 Derry Avenue, South Ockendon. The report sought confirmation of a provisional Tree Preservation Order to protect the tree from being felled. Members were informed that in July 2015 a request was made by a resident via Estuary Housing to fell the tree due to its large size within the garden and the nuisance that the tree was considered to cause.

Councillor Ojetola queried if the Tree Preservation Order would allow a reduction in the size of the tree. Officers explained that the Council's Tree Advisor had agreed that the tree would require a crown reduction to be carried out to ensure that it did not become excessively large for the rear garden.

It was proposed by Councillor Hipsey and seconded by Councillor Kelly that the application be approved subject to conditions and legal agreement.

For: Councillors Terry Hipsey, Tom Kelly, Chris Baker, Steve Liddiard, Brian Little, Tunde Ojetola,

Against: (0)

Abstain: (0)

RESOLVED:

That the application be approved, subject to conditions and legal agreement.

126. 15/01127/FUL: Land Rear Of 506 - 518 London Road West Thurrock Essex

The Committee was informed that the application was deferred at the 11 February 2016 Planning Committee to enable Members to visit the site to

assess the impact of the fence in its context. The site visit took place on Wednesday 24 February 2016.

Councillor Liddiard explained how the applicant stated that there was another 3 metre fence within the vicinity at the last Planning Committee. Members and Officers who attended the site visit informed that Committee that apart from the 3 metre fence south to the Harris DAF premises they did not see any other 3 metre fences. Members felt that the 3 metre fence did not benefit the reduction of crime and fly tipping.

Members discussed painting the fence green, the Principal Planner explained that if the fence was painted green it may be increasingly noticeable. Councillor Rice proposed and Councillor Liddiard seconded that the fence was painted green. Members went to a vote and proposal was refused.

Councillor Rice informed the Committee that he received an email of correspondence from Councillor Gerrish along with other Committee Members before the meeting began. It was questioned by Members if this should have been declared and the Senior Corporate Governance Lawyer advised that this was not a formal representation therefore did not need to be declared.

Councillor Liddiard questioned if there had been any objections regarding ecology. The Principal Planner confirmed that there were no objections.

Members of the Committee requested that the following Conditions were enforced subject to approval.

- Within one month of the date of this permission the concrete debris left adjacent to the fencing on the site shall be removed entirely from the site and ground beneath reinstated to grass.
- Approval of the application does not provide any consent to develop the site, the formation of any hardstanding, or the change of use of the site which would be subject to a separate planning consent.

It was proposed by Councillor Kelly and seconded by Councillor Little that the application be approved subject to conditions.

For: Councillors Tom Kelly, Brian Little, Tunde Ojetola, Gerard Rice

Against: Chris Baker, Steve Liddiard

Abstain: (0)

RESOLVED:

That the application be approved subject to conditions.

127. 15/01438/REM: Aveley Football Club Mill Road Aveley Essex RM15 4SR

The Principal Planner introduced the report explaining that the application sought approval for the reserved matters of appearance, landscaping, layout and scale for a development of 114 dwellings. The application followed the grant of outline planning permission by the Council in 2015 for demolition of existing buildings and redevelopment comprising up to 114 residential dwellings. The outline planning permission is linked to a full planning permission for the relocation of Aveley Football Club from the Mill Road site to a site on Belhus Park, a short distance to the north-west of the current site.

The Principal Planner highlighted the following conditions attached to the outline approval which referred to a number of parameters to control the development of the site including:

- Maximum number of dwellings.
- Maximum storey heights.
- The provision of a layout which enables a future vehicular and pedestrian link between the football club site and the adjacent residential development site to the east (currently under construction by Persimmon Homes).

Committee Members were disappointed that there dwellings were not 35% affordable homes. Members were reminded:

- The application before them was for the approval of reserved matters, not the principle of development.
- In 2014 Planning Committee considered the outline planning application and agreed with the recommended heads of terms for a S.106 legal agreement, which didn't include provision of affordable housing.
- The omission of affordable housing was based upon a viability assessment, which was independently appraised.
- The agreed S.106 agreement secures a financial contribution towards infrastructure (£522,000) and a viability review mechanism.
- In considering the outline application the Committee took into the benefits of a re-provided football club facility.

Councillor Ojetola queried the agreement between Impulse Leisure and Aveley Football Club. The Principal Planner enlightened the Committee that at the time when the outline planning application was being considered the Council owned the freehold of the land proposed for the relocated football club and that the land was leased to Impulse Leisure. The ownership issue was separate from consideration of planning matters but it was likely that there had been negotiations between the Council (in its role as freeholder), Aveley Football Club and Impulse Leisure

The Chair of the Committee invited the Ward Councillor, Councillor R Ray, to make his supporting statement to the Committee.

The Chair of the Committee invited the agent William Vote to make his supporting statement to the Committee.

Councillor Ojetola and Councillor Little highlighted that the residential development was a good opportunity for Aveley Football Club. Councillor Ojetola expressed that the new dwellings may encourage middle to high end managers in local businesses to reside in Thurrock.

It was proposed by Councillor Hipsey and seconded by Councillor Ojetola that the application be approved.

For: Councillors Terry Hipsey, Tom Kelly, Chris Baker, Steve Liddiard, Brian Little, Tunde Ojetola, Barry Palmer and Gerard Rice

Against: (0)

Abstain: (0)

RESOLVED:

That the application be approved.

128. 15/01453/FUL: Aveley Football Club Mill Road Aveley Essex RM15 4SR

The Committee was informed that the application sought planning permission for the change of use of a narrow strip of land located between the Aveley Football Club site and 'The Village' residential development, currently being constructed by Persimmon to the east. The site comprised an open strip of land with tree and shrub planting. The application proposed a change in the use of the land such that it would be used as rear / side gardens and car parking areas for a number of new residential properties on the football club site.

The Chair invited the agent William Vote, to make his supporting statement to the Committee.

It was proposed by Councillor Rice and seconded by Councillor Hipsey that the application be approved.

For: Councillors Terry Hipsey, Tom Kelly, Chris Baker, Steve Liddiard, Brian Little, Tunde Ojetola, Barry Palmer and Gerard Rice.

Against: (0)

Abstain: (0)

RESOLVED:

That the application be approved.

129. 15/01455/FUL: Aveley Football Club Mill Road Aveley Essex RM15 4SR

Members were enlightened that the application sought full planning permission for the formation of a vehicular and pedestrian access between the Aveley Football Club site and Belhouse Avenue. Belhouse Avenue was a recently constructed residential road within 'The Village' development, currently being constructed by Persimmon.

The Chair invited the agent William Vote, to make his supporting statement to the Committee.

It was proposed by Councillor Hipsey and seconded by Councillor Rice that the application be approved.

For: Councillors Terry Hipsey, Tom Kelly, Chris Baker, Steve Liddiard, Brian Little, Tunde Ojetola, Barry Palmer and Gerard Rice

Against: (0)

Abstain: (0)

RESOLVED:

That the application be approved.

130. 15/01342/FUL: Bulimba Butts Road Stanford Le Hope Essex SS17 0JH

The Principal Planner advised Members that the application site forms part of a residential garden which had been converted to part of a joinery works at the end of Butts Road. The application sought planning consent to reduce an existing 3 metre high fence to a 2.7 metre fence and the continued change of use of part of the residential garden for commercial open storage. The proposal also sought to reduce the depth of the area for commercial use by 2.4m.

Members queried why the Committee was required to authorise enforcement action. The Principal Planner explained that this was the standard procedure, following refusal of a retrospective application. It was explained further that once a planning appeal was lost it was not immediately subject to enforcement notice, that Officers would try and work with applicants to see if there was a solution to meet their needs but without impacting on neighbour amenity.

The Chair of the Committee invited Jacqui Mann, a resident, to make her objection statement to the Committee. In the statement it was requested that the end fence was moved back by 4.5 metres and that the overall height was

reduced and that any materials / buildings that were to be put onto this land should be no higher than 2.5 metres.

Members questioned if the resident's suggestion could be included as a condition. The Head of Planning and Growth explained that this could not be included as a condition as the application was being recommended for refusal. It was recommended that the planning department could negotiate with the applicant to relocate the commercial open storage.

It was proposed by Councillor Hipsey and seconded by Councillor Ojetola that the application be refused and enforcement action authorised

For: Councillors Terry Hipsey, Tom Kelly, Chris Baker, Steve Liddiard, Brian Little, Tunde Ojetola, and Gerard Rice

Against: Barry Palmer

Abstain: (0)

RESOLVED:

That the application be refused.

131. 15/01522/FUL: Stables Hatch Farm Fen Lane Bulphan Essex

The Principal Planner explained that the application sought full planning permission for the redevelopment of the site to provide four new residential dwellings. The existing structures would be demolished as part of the development and the new properties would be organised around a central core with a semi-circular access way.

Councillor Baker queried if the stables were still in use, the Principal Planner confirmed that the stables were still in use it. The Principal Planner confirmed that the NPPF allowed for the redevelopment of previously developed sites in the Green Belt subject to the development not having more of an impact on the Green Belt than the existing buildings. It was explained that a change of use could become lawful if it had taken place for more than 10 years without interruption and a formal action being taken.

The Chair invited the applicant David McDermott, to make his supporting statement to the Committee.

The Chair of the Committee explained that an application for 6 dwellings on this premises was recommend for refusal at a previous Planning Committee. It was questioned why this application was recommended for approval. The Principal Planner explained that this application was a reduction in volume and less floor space. The Chair of the Committee questioned what could prevent another application coming back to the Committee for further dwellings on this land subject to the application being approved. The Principal Planner explained that the applicant attended the Planning Committee when the application for 6 dwellings was refused, it was explained further that the

applicant had an understanding of the Committees views. In addition if another application came forward, it would be considered on its own merits.

It was proposed by Councillor Rice and seconded by Councillor Ojetola that the application be deferred for a site visit

For: Councillors Terry Hipsey, Tom Kelly, Chris Baker, Gerard Rice

Against: Brian Little, Tunde Ojetola, Barry Palmer

Abstain: Steve Liddiard,

RESOLVED:

That the application be deferred for a site visit.

132. 15/01303/FUL: School Bungalow 105 The Sorrells Stanford Le Hope Essex SS17 7ES

Members were advised that the applicant requested amended wording to the following conditions, Materials, Lighting, Boundary Treatments and Cycle Parking. The applicant also requested minor amendments to the wording of the energy efficiency condition. These changes would allow the applicant scope to phase the submission of details.

The Chair invited Alan Stephens a resident, to make his objecting statement to the Committee.

The Chair invited the agent Abraham Laker, to make his supporting statement to the Committee.

Members discussed the blockage of sunlight to the neighbouring property from the erection of the medical health facility and its positioning, height and distance from the resident's property. It was proposed by Councillor Rice and seconded by Councillor Hipsey that the application be deferred for a site visit.

For: Councillors Terry Hipsey, Tom Kelly, Chris Baker, Steve Liddiard, Brian Little, Tunde Ojetola, Barry Palmer and Gerard Rice

Against: (0)

Abstain: (0)

RESOLVED:

That the application be deferred for a site visit

The meeting finished at 8.15 pm

Approved as a true and correct record

CHAIR

DATE

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

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7 April 2016	ITEM: 6
Planning Committee	
Planning Appeals	
Report of: Leigh Nicholson, Development Management Team Leader	
Wards and communities affected: All	Key Decision: Not Applicable
Accountable Head of Service: Andy Millard, Head of Planning and Growth	
Accountable Director: Steve Cox, Director of Environment and Place	
This report is Public	

Executive Summary

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

1. Recommendations:

1.1 To note the report.

2.0 Introduction And Background:

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

3.0 Appeals Lodged:

3.1 Application No: 15/00277/CWKS

Officer: Jenny Palmer

Location: 2 Marie Close, Corringham, SS17 9EX

Proposal: Large structure is being erected in rear garden. 50 feet wide and 12 feet long without the benefit of planning permission.

4.0 Appeal Decisions:

4.1 The following appeal decisions have been received:

Application No: 15/01040/HHA
Officer: Nick Westlake
Location: 9 Swallow Close, Chafford Hundred, RM16 6RH
Proposal: Loft conversion with 1 rear dormer and 2 front dormers.
Decision: **Appeal Dismissed**

Summary of decision:

The Inspector considered the main issue to be the effect of the proposal on the character and appearance of the host dwelling and the surrounding area.

In dismissing the appeal the Inspector concurred with the Council's reasons for refusal and took the view that the dormer would appear out of keeping with the location and would represent a prominent and incongruous feature that would disrupt the plain style of the dwelling's roof and those of its neighbours.

4.2 **Application No:** 15/00843/HHA
Officer: Zoe McAden
Location: 13 Cumberland Road, Chafford Hundred, RM16 6ER
Proposal: Retention of rear ground floor extensions
Decision: **Appeal Allowed**

Summary of decision:

The Inspector considered the main issue to be the effect of the development on the living conditions of 11 Cumberland Road with regard to outlook and light.

In allowing the appeal, the Inspector found that the development did not adversely affect the living conditions of 11 Cumberland Road. The Inspector concluded that, owing to the height of the development and the level of separation between the development and its neighbour, the development did not conflict with the Council's Development Plan policies.

4.3 **Application No:** 15/01192/HHA
Officer: Nick Westlake
Location: 41 Hemley Road, Orsett RM16 3DG
Proposal: Single storey annexe to the side of the host dwelling
Decision: **Appeal Dismissed**

Summary of decision:

The Inspector considered the main issues to be:

- i. Whether the proposal would be inappropriate development in the Green Belt;
- ii. The effect of the proposal on the openness of the Green Belt;
- iii. The effect of the proposal on the character and appearance of the surrounding area; and
- iv. If it is inappropriate development, whether the harm, by reason of inappropriateness and by reason of any other harm, is clearly outweighed by other considerations so as to amount to the very special circumstances necessary to justify the development.

With regards to (i), the Inspector found the proposal to constitute disproportionate additions over and above the size of the original building, thereby representing inappropriate development in the Green Belt.

With regards to (ii), the Inspector took the view that the development would involve encroachment into the Green Belt and there would be a general perception of physical imposition which would affect the Green Belt's openness.

With regards to (iii), the Inspector took the view that, notwithstanding the Green Belt, the development would appear incongruous, unduly prominent in its context and harmful to the existing cogent juxtaposition of properties and the wider housing layout.

With regards to (iv), the Inspector did not identify any extenuating matters that would support the proposal. The Inspector therefore dismissed the appeal.

4.4 **Application No:** 15/00681/FUL
Officer: Nick Westlake
Location: 2 Aldrin Close, Stanford Le Hope, SS17 7DA
Proposal: New two bedroom terrace dwelling
Decision: **Appeal Dismissed**

Summary of decision:

The Inspector considered the main issues to be:

- i. The effect of the proposal on the character and appearance of the area;

- ii. Whether the proposal provides satisfactory living conditions for future occupiers with regard to private outdoor amenity space and
- iii. The effect on highway safety

With regards to (i), the Inspector concurred with the Council and took the view that the development would adversely affect the character and appearance of the area.

With regards to (ii), the Inspector took the view that the garden area for the proposed dwelling, at 38 sqm, would be extremely limited and would be insufficient to meet the needs of the occupiers of a family dwelling.

With regards to (iii), the Inspector did not find that the proposal would be detrimental to highway safety, in part because of the amount of available on-street parking in the location. This matter was not however sufficient to outweigh the other harm identified in (i) and (ii). The Inspector therefore dismissed the appeal.

5.0 Forthcoming Public Inquiry And Hearing Dates:

- 5.1 The following inquiry and hearing dates have been arranged:
None

6.0 Appeal Performance:

- 6.1 The following table shows appeal performance in relation to decisions on planning applications and enforcement appeals. The target is 31% (lower is better). This is no longer a National Performance Indicator, but it is considered that it is important to continue to monitor appeal decisions.

	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	
Total No of Appeals	4	0	0	0	0	0	0	0	0	0	0	0	
No Allowed	1	0	0	0	0	0	0	0	0	0	0	0	
% Allowed													25%

7.0 Consultation (including Overview and Scrutiny, if applicable)

- 7.1 N/A

8.0 Impact On Corporate Policies, Priorities, Performance And Community Impact

- 8.1 This report is for information only.

9.0 Implications

- 9.1 Financial

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

There are no direct financial implications to this report.

9.2 **Legal**

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

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

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

9.3 **Diversity and Equality**

Implications verified by: **Rebeka Price**
Community Development Officer

There are no direct diversity implications to this report.

9.4 **Other implications (where significant) – i.e. Section 17, Risk Assessment, Health Impact Assessment, Sustainability, IT, Environmental**

None

Background Papers Used In Preparing This Report (include their location and identify whether any are exempt or protected by copyright):

The planning files relating to any application mentioned in this report are available from Planning, Thurrock Council, Civic Offices, New Road, Grays, Essex, RM17 6SL. The planning enforcement files are not public documents and should not be disclosed to the public.

Appendices To This Report:

None

Report Author:

Leigh Nicholson

Development Management

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Reference: 15/01303/FUL	Site: School Bungalow 105 The Sorrells Stanford Le Hope Essex SS17 7ES
Ward: Stanford East And Corringham	Proposal: Demolition of existing caretakers building and associated plant rooms, erection of a medical health facility (Class D1), and adaption of vehicular access from the existing private road, creation of dedicated pedestrian walkway, with associated car parking and landscaping, and maintenance of existing private access road.

Plan Number(s):		
Reference	Name	Received
L 001A	Location Plan	30th October 2015
L 010B	Floor Layout	30th October 2015
L 020B	Elevations	30th October 2015
L 021B	Drawing	30th October 2015
L 030B	Drawing	30th October 2015
L 031B	Drawing	30th October 2015
L 032B	Drawing	30th October 2015
16211SE-01A	Drawing	30th October 2015
16211SE-02	Drawing	30th October 2015
16211UG-01A	Drawing	30th October 2015
TCP THRKHUB 1A	Drawing	30th October 2015
Recommendation: Approve, subject to conditions.		

1.0 BACKGROUND

- 1.1 Consideration of this application was deferred at the 11th March 2016 Planning Committee meeting to enable a site visit to take place. Members visited the site on 24th March 2016.
- 1.2 A copy of the report presented to the 11th March meeting is attached.
- 1.3 The application remains recommended for approval as detailed in the attached report subject to the revised conditions set out at the end of this update report.

2.0 UPDATES - AMENITY

- 2.1 Members deferred the application to allow a site visit to take place to assess the impact of the proposed building on No 107 The Sorrells.
- 2.2 At the site visit Members were shown a plan provided by the applicant which overlays, in line drawing form, the building that has been consented over the current proposals.
- 2.3 In summary, the new building would be set back 3.4m further from the highway than the consented building and the maximum height would be reduced from 11m to 10m and the maximum height of the main structure would be reduced from 8.7m to 7.8m.
- 2.4 In relation to No 107, the building would be 2.7m at its closest point at the front, where previously it was 2.4m. The building would be 3.5m at its closest point from the rear corner of No 107, where previously it was 3.2m.
- 2.5 Given that the new building would be lower and further away from the immediate neighbour than the approved scheme it is not considered that a refusal based upon the impact of the development on the neighbouring dwelling could be substantiated.

3.0 UPDATES – LETTER FROM GRAHAM JAMES SCHOOL

- 3.1 The applicant has provided a copy of a letter that they sent to the head teacher of the Graham James Academy outlining the highways amendments that would take place to the access to the school which comprises:
- The widening of the single track access to accommodate a two track access leading to the Health Centre.
 - Road safety measures (pedestrian crossing) to the entrance of the access road to provide safe crossing points to the pedestrian footpath leading to the Academy
- 3.2 The Head Teacher of the Academy has indicated that he supports the changes to the access way to the site.

4.0 UPDATES – REVISED CONDITIONS

- 4.1 At the last meeting Members were advised of some amendments to the conditions on the original report. These are set out in full below:

SAMPLES OF MATERIALS

4. Notwithstanding the information on the approved plans, no development above ground level shall take place until samples of the materials to be used in the

construction of the external surfaces of the development hereby permitted have been submitted to, and approved in writing by, the Local Planning Authority. Development shall be carried out in strict accordance with the approved details.

REASON: In the interests of amenity and to ensure that the proposed development is satisfactorily integrated with its immediate surroundings as set out in Policies CSTP22, CSTP23 and PMD2 of the Thurrock Local Development Framework Core Strategy and Policies for Management of Development (December 2011).

BREEAM

9. The development hereby permitted shall be built to a minimum standard of 'Very Good' under the Building Research Establishment Environmental Assessment Method (BREEAM) unless current government guidance prevailing at the time of commencement has renewed or revoked any such requirements. Prior to first use of the building hereby permitted a 'Design Stage Assessment' for the building verifying that the 'Very Good' BREEAM rating could be achieved shall be submitted to the Local Planning Authority. Thereafter, once occupied the 'Post Construction Certificate' shall be issued as soon as practically possible. Thereafter development shall be retained in accordance with the measures in place in the document.

REASON: To ensure that development takes place in an environmentally sensitive way, to assist the Government in meeting its targets of reducing carbon dioxide emissions in accordance with Policies CSTP25, CSTP26, PMD12, PMD13 and PMD14 of the Thurrock Local Development Framework Core Strategy and Policies for Management of Development (December 2011).

EXTERNAL LIGHTING SCHEME

13. Prior to commencement of any such works, details of any external lighting, including details of the spread and intensity of light together with the size, scale and design of any light fittings and supports, shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter external lighting shall only be provided in accordance with the agreed details or in accordance with any variation agreed, in writing, by the Local Planning Authority.

REASON: In the interests of amenity and to ensure that the proposed development is integrated within its immediate surroundings as required by Policy PMD1 of the Thurrock Local Development Framework Core Strategy and Policies for Management of Development (December 2011).

BOUNDARY TREATMENTS

14. Prior to the commencement of the installation of any boundary treatments, there shall be submitted to and approved in writing by the Local Planning Authority details of the locations, heights, designs, materials and types of all

boundary treatments to be erected on site. The boundary treatments shall be completed in strict accordance with the approved details before the use hereby permitted is commenced.

REASON: In the interests of visual amenity, privacy and to ensure that the proposed development is satisfactorily integrated with its immediate surroundings as required by Policy PMD1 of the Thurrock Local Development Framework Core Strategy and Policies for Management of Development (December 2011).

CYCLE AND POWERED TWO WHEELER PARKING

16. Prior to their first use, details of the number, size, location, design and materials of secure and weather protected cycle and powered two wheeled parking facilities to serve the employees and customers of the premises shall be submitted to and agreed in writing with the Local Planning Authority. Such parking facilities as agreed in writing shall be installed on site prior to the first use of the development hereby permitted and shall thereafter be permanently retained for sole use for cycle and powered two wheeled parking for the employees and customers of the gymnasium hereby permitted.

REASON: To reduce reliance on the use of private cars, in the interests of sustainability, highway safety and amenity in accordance with policies CSTP14 and PMD10 of the Thurrock Local Development Framework Core Strategy and Policies for Management of Development (December 2011).

Reference: 15/01303/FUL	Site: School Bungalow 105 The Sorrells Stanford Le Hope Essex SS17 7ES
Ward: Stanford East And Corringham	Proposal: Demolition of existing caretakers building and associated plant rooms, erection of a medical health facility (Class D1), and adaption of vehicular access from the existing private road, creation of dedicated pedestrian walkway, with associated car parking and landscaping, and maintenance of existing private access road.

Plan Number(s):		
Reference	Name	Received
L 001A	Location Plan	30th October 2015
L 010B	Floor Layout	30th October 2015
L 020B	Elevations	30th October 2015
L 021B	Drawing	30th October 2015
L 030B	Drawing	30th October 2015
L 031B	Drawing	30th October 2015
L 032B	Drawing	30th October 2015
16211SE-01A	Drawing	30th October 2015
16211SE-02	Drawing	30th October 2015
16211UG-01A	Drawing	30th October 2015
TCP THRKHUB 1A	Drawing	30th October 2015

The application is also accompanied by:

- Design and Access Statement
- Flood Risk Assessment Appendix A
- Flood Risk Assessment Appendix B-D
- Flood Risk Assessment Body
- Transport Statement Note
- BREEAM Pre Assessment Report
- Planning Statement Reduced
- Demolition Survey
- Arboricultural Impact Assessment

<ul style="list-style-type: none"> - Environmental Noise Report - Fire Safety Strategy - Preliminary Ecological Appraisal 	
Applicant: North East London Foundation Trust (NELFT)	Validated: 4 November 2015 Date of expiry: 14 th March 2016 [Article 34 EOT]
Recommendation: Approve, subject to conditions.	

The application is being considered at Planning Committee because a very similar application was considered by the Planning Committee on 14th March 2013 following a call in request.

1. Description of Proposal

- 1.1 This application seeks planning permission for a medical centre on the site of the former Graham James Infant School and caretaker's house. The proposal seeks to develop a purpose built medical facility for adult and children services provision, to offer up to date facilities to the local community. The aim would be to enable a range of healthcare services to be provided for the local community including a GP practice.
- 1.2 The proposed building is essentially a backward "L" fronting onto The Sorrells and running back towards the school. The building would have a footprint of approximately 620sqm and would be two storeys in height with a small plant room on the roof.
- 1.3 The ground floor would house the public entrance, reception, waiting area, consulting/interview/clinical rooms, group rooms, community store and plan rooms. The first floor would contain offices with meeting rooms, staff support facilities, offices, it room and plant room and the plant roof. The roof area would have a screened plant area and photovoltaic array.
- 1.4 The application indicates that the building would be open:
- Monday – Friday 08:00 – 20:00
 - Saturday – 08:00 – 12:00
 - Sunday and bank holiday - closed.
- 1.5 The development would be served by a total of 34 car parking spaces with 4 of these designated disabled driver spaces.
- 1.6 The proposal differs from the recently approved scheme in the following

regards:

- Change in car park layout;
- Removal of A1 pharmacy use from the proposal;
- Changes to internal layout.
- Changes to external appearance

2. Site Description

- 2.1 The site is that of the former Graham James Infant School which closed in 1991 when the Infant and Junior Schools amalgamated. It is a backward L-shape and includes 105 The Sorrells, which was the old school caretaker's house. It fronts The Sorrells between 107 and the community hall wrapping to the rear of the hall. To the north it is bounded by 105 The Sorrells and a parking area to the rear of properties in Gordon Road and Colborne Close. It is bounded on other sides by land associated with the school, including the vehicular access to the school which meets The Sorrells adjacent to the community centre.

3. Relevant History

Reference	Description	Decision
12/01098/FUL	Medical Centre and Pharmacy (A1)	Approved

4. 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/15/01303/FUL

PUBLICITY:

- 4.2 The application has been advertised by way of neighbour letters and a site notice has been placed nearby, a press notice has also been provided. Three letters have been received.

In objection, two letters:

- Height and proximity of building in relation to neighbouring occupiers;
- Increase in traffic to the site;
- The building would replace a bungalow that was previously on the site;
- Overlooking of neighbouring property and resultant devaluation;
- The access, which will be shared with the school would be inadequate;

- There will be an increase of traffic onto The Sorrells which is already busy;
- Cars may try and park in the school car park, town car parks or roads;
- Security issue for school children as a result of the development;
- Concerns of the impact of construction;
- Noise created during construction and during operation

In support, one letter:

- Site is presently semi derelict;
- Anti-social behaviour is taking place on the site;
- The facility would be a welcome addition.

ENVIRONMENTAL HEALTH:

4.3 No objection (Subject to conditions).

PUBLIC RIGHTS OF WAY

4.4 No objections.

FLOOD RISK MANAGER:

4.5 No objections (subject to conditions).

HIGHWAYS:

4.6 No objections (subject to conditions).

LANDSCAPE AND ECOLOGY:

4.7 No objections (subject to conditions).

5. Policy Context

National Planning Policy Framework

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

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

1. Building a strong, competitive economy

Planning Practice Guidance (PPG)

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

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

Local Planning Policy

Thurrock Local Development Framework

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

Management of Development Policies:

PMD1 - Minimising Pollution and Impacts on Amenity²

PMD2 - Design and Layout²

PMD8 - Parking Standards³

PMD9 – Road Network Hierarchy;

PMD10- Transport Assessments and Travel Plans;

PMD12 – Sustainable Buildings;

PMD13 – Decentralised, Renewable and Low Carbon Energy Generation

PMD14 – Carbon Neutral Development; and

PMD16 – Developer Contributions.

Strategic Spatial Policies:

CSSP2 – Sustainable Employment Growth; and

CSSP3 – Sustainable Infrastructure.

Thematic Policies:

CSTP9 – Wellbeing, Leisure and Sports;
 CSTP10 – Community Facilities;
 CSTP11 – Health Facilities;
 CSTP18 – Green Infrastructure;
 CSTP22 - Thurrock Design
 CSTP23 - Thurrock Character and Distinctiveness²
 CSTP25 – Addressing Climate Change;
 CSTP26 – Renewable or Low Carbon Energy Generation; and
 CSTP29 – Waste Strategy.

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

- 5.5 The Core Strategy has been subject to a focused review for consistency with the (NPPF). The focused review document was submitted to the Secretary of State for independent examination on 1 August 2013, and examination hearings took place on 8 April 2014. The Inspector's report was received in October 2014 and was approved by Council on 28th January 2015. Minor changes have been made to some policies within the Core Strategy; the policies affected by the changes are indicated above.

6. Assessment

- 6.1 The main issues relating to this application are:

- I Plan designation and principle of development
- II Design and scale
- III Impact of development on the highway network
- IV Noise and amenity
- V Landscaping

I PLAN DESIGNATION AND PRINCIPLE OF DEVELOPMENT

- 6.2 The site has no notation on the Proposals Map issued with the Local Development Framework Core Strategy and Policies for the Management of Development in December 2011. It is intended that such land remains broadly in its existing use, but does not preclude other uses if they are considered acceptable on their merits.
- 6.3 The site is in a sustainable location, close to other facilities such as schools, community hall and town centre which would allow for linked trips and within a major residential area. The uses are not considered incompatible in principle with residential, educational, retail and community uses and it is noted that the proposal seeks to provide modern up to date

purpose built facilities allowing an existing established local doctors' practice to relocate, expand and provide enhanced services to the local community. The proposal would also provide full time employment opportunities.

- 6.4 In light of the above, the use of the site as a medical centre is considered acceptable. Members will also note that the principle of a medical centre on this site has also been established by the grant of planning permission in 2013.

II DESIGN AND SCALE

- 6.5 The application site is set within area characterised by mainly two storey dwellings, the two storey primary school and single storey community hall. The proposed building whilst two storey would be 1.5 metres higher than neighbouring housing but is not considered to be out of scale. It has a contemporary feel and would become a feature in the local street scene without dominating it.

- 6.6 The concerns of local residents in relation to the scale of the proposal are noted. The scheme now proposed is for a two storey medical centre and is considered an appropriate scale for this site and is not materially different from the previously approved application which remains implementable.

III IMPACT OF DEVELOPMENT ON THE HIGHWAY NETWORK

- 6.7 The application seeks to take access from the existing T junction access to the Graham James Primary School from The Sorrells and would share the access with the community hall. This access currently has a gate close to the top of the junction with The Sorrells, it is proposed to relocate this gate closer to the school past the entrance to the proposed development. This would still allow the school to be closed off out of school hours.

- 6.8 The applicants acknowledge that the scheme will create more traffic than the existing scenario. Car parking has been provided on site in accordance with the Highway Officer's requirements and the Highway Officer is satisfied with the layout proposed. Subject to conditions, the proposal is considered to comply with Policies PMD8 and PMD9 in relation to highways and access.

IV NOISE AND AMENITY

- 6.9 The surgery would operate at times consistent with such operations. Most of the activity will be within the building apart from patients coming to and from the site. No objection is raised in this respect. A condition is recommended to cover hours of construction.

- 6.10 It is not considered that the scheme would have an adverse effect on the amenities of adjoining occupiers. The nearest dwelling is to the north east and its flank is some 3 metres from the proposed building. Whilst a window is shown at first floor level in this elevation it serves a void above the reception area at ground floor so there would be no overlooking of the rear garden of the adjacent house. There is also a window on the first floor landing of the staircase and it is suggested that this be conditioned to be obscure glazed. There are windows in the element to the rear but these have distant views over a yard area and the rear gardens of properties in Gordon Road

V. LANDSCAPE

- 6.11 The submitted plans show a landscaping scheme around and within the site. The Council's Landscape Advisor has indicated that the layout of the building is considered to be acceptable within the street scene, but that additional details should be provided as part of a landscaping condition.

VI. OTHER MATTERS

- 6.12 Whilst some objections remain to the current proposal, these matters were addressed during the 2012 application and are not considered to be materially different in the current scheme. The issue of a loss of property value is not in itself a material planning consideration.
- 6.13 Policy PMD16 of the Core Strategy indicates that where needs would arise as a result of development; the Council will seek to secure planning obligations under Section 106 of the Town and Country Planning Act 1990 and any other relevant guidance. The Policy states that the Council will seek to ensure that development contribute to proposals to deliver strategic infrastructure to enable the cumulative impact of development to be managed and to meet the reasonable cost of new infrastructure made necessary by the proposal.
- 6.14 Changes to Government policy in April 2015 mean that the Council can no longer use a tariff based approach to s106 (as was the case with the former Planning Obligation Strategy). Consequently, the Council has developed an Infrastructure Requirement List (IRL) that identifies specific infrastructure needs on an area basis. In relation to commercial floorspace, 1000 sq.m is the level at which contributions would normally be required.
- 6.15 The details submitted indicate that across the building on site there would be more than 1000 sq.m floor space created. In this instance the proposal seeks to provide a range of healthcare facilities which is one of the types of development that would normally be funded by contributions. On the basis that the proposal will provide significant benefits to the community, it is not

considered appropriate to seek a contribution from the developer in this instance.

7. Conclusions And Reasons For Approval

- 7.1 The proposal is largely similar to a recently granted permission which could still be implemented.
- 7.2 In light of the previous consent, and the general presumption of making the best use of previously development land the proposal is considered to be acceptable in principle.
- 7.3 The proposal would bring up to date health care facilities in a purpose built contemporary building in compliance with Policy CSTP 9; allow existing health care facilities to modernise and expand; contribute to providing a hub of community facilities with the existing school and community centre; generate employment and would allow an improvements to landscaping in and around the site.
- 7.4 Matters such as neighbour amenity, and highways and parking have been considered and have been found to be acceptable subject to conditions. Approval is therefore recommended.

8. Recommendation

Approve subjection to the following condition(s):

TIME LIMIT

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

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

LANDSCAPING

2. 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. This scheme shall include measures to achieve biodiversity gains as set out in the BREEAM ecology report, for example using species where possible from the RHS Perfect for Pollinators list.

REASON: To ensure that the proposed development is satisfactorily integrated with its immediate surroundings and provides for landscaping as required by Policies SS02, CSTP18, CSTP19, CSTP22, CSTP23, PMD2 and PMD7 of the Thurrock Local Development Framework Core Strategy and Policies for Management of Development (December 2011).

LANDSCAPE MANAGEMENT PLAN

3. A Landscape Management Plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to, and approved in writing by, the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The Landscape Management Plan shall be carried out as approved.

REASON: To ensure that the proposed development is satisfactorily integrated with its immediate surroundings and provides for landscaping as required by Policies SS02, CSTP18, CSTP19, CSTP22, CSTP23, PMD2 and PMD7 of the Thurrock Local Development Framework Core Strategy and Policies for Management of Development (December 2011).

SAMPLES OF MATERIALS

4. Notwithstanding the information on the approved plans, no development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to, and approved in writing by, the Local Planning Authority. Development shall be carried out in strict accordance with the approved details.

REASON: In the interests of amenity and to ensure that the proposed development is satisfactorily integrated with its immediate surroundings as set out in Policies CSTP22, CSTP23 and PMD2 of the Thurrock Local Development Framework Core Strategy and Policies for

Management of Development (December 2011).

CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

5. No development shall take place until a Construction Environment Management Plan (CEMP) has been submitted to, and approved in writing by, the Local Planning Authority. The approved plan shall be adhered to throughout the construction period. The plan shall provide for, but not necessarily be limited to,
- i) the parking of vehicles of site operatives and visitors;
 - ii) measures to control the emission of dust and dirt during construction of the development;
 - iii) details of construction traffic routing, including details of the access to be used during construction;
 - iv) the phasing of development and the location of construction compounds;
 - v) details of wheel washing facilities, including a barrier to stop all vehicles before they enter the highway. Mud and other debris from wheels and the undercarriage of all vehicles leaving the site during the period of works shall be cleaned off prior to such vehicles entering the highway;
 - vi) loading, unloading and storage of plant and materials;
 - vii) commitment to no bonfires on site;
 - viii) waste management plan; and
 - ix) Control of noise with reference to BS5228 (Code of Practice for Noise and Vibration Control on Construction and Open Sites).

REASON: In the interest of residential amenity in accordance with Policy PMD1 of the Thurrock Local Development Framework Core Strategy and Policies for Management of Development 2011 (December 2011).

HOURS OF DEMOLITION/CONSTRUCTION

6. Demolition and construction works shall not take place outside 08.00 hours to 18.00 hours Mondays to Fridays and 08.00 hours to 13.00 hours on Saturdays and at no time on Sundays or Bank Holidays.

REASON: In the interest of residential amenity in accordance with Policy PMD1 of the Thurrock Local Development Framework Core Strategy and Policies for Management of Development (December 2011).

CONTAMINATION

7. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and, where remediation is necessary, a remediation scheme must be prepared, in accordance with the requirements of Condition 8, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority. The report shall include results of sampling and monitoring carried out to demonstrate that the site remediation criteria have been met. It shall also include a long term monitoring and maintenance plan for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification report, and for the reporting of this to the Local Planning Authority.

REASON: To ensure that the proposed development does not cause pollution of controlled waters and that the development complies with approved details in the interest of protection of controlled waters in accordance with the aims and objectives of Policy PMD1 of the Thurrock Local Development Framework Core Strategy and Policies for Management of Development (December 2011).

REMEDICATION

8. A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing, of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The scheme must be carried out in accordance with its terms prior to the commencement of development other than that required carrying out remediation. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

REASON: To ensure that the proposed development does not cause pollution of controlled waters and that the development complies with

approved details in the interests of protection of controlled waters in accordance with the aims and objectives of Policy PMD1 of the Thurrock Local Development Framework Core Strategy and Policies for Management of Development (December 2011).

BREEAM

9. The development hereby permitted shall be built to a minimum standard of 'Very Good' under the Building Research Establishment Environmental Assessment Method (BREEAM) unless current government guidance prevailing at the time of commencement has renewed or revoked any such requirements. Prior to first use of the building hereby permitted a copy of the Post Construction Completion Certificate for the building verifying that the 'Very Good' BREEAM rating has been achieved shall be submitted to the Local Planning Authority.

REASON: To ensure that development takes place in an environmentally sensitive way, to assist the Government in meeting its targets of reducing carbon dioxide emissions in accordance with Policies CSTP25, CSTP26, PMD12, PMD13 and PMD14 of the Thurrock Local Development Framework Core Strategy and Policies for Management of Development (December 2011).

USE OF RENEWABLES

10. No development shall take place until a scheme demonstrating that at least 10% of the development's energy will be derived from decentralised and low carbon or renewable sources has been submitted to, and approved in writing by, the Local Planning Authority. The development shall be carried out in complete compliance with this scheme unless otherwise agreed, in writing, with the Local Planning Authority.

REASON: To ensure that development takes place in an environmentally sensitive way to assist the Government in meeting its targets of reducing carbon dioxide emissions and to accord with Policies CSTP25, CSTP26, PMD12, PMD13 and PMD14 of the Thurrock Local Development Framework Core Strategy and Policies for Management of Development (December 2011).

GREEN TRAVEL PLAN

11. Prior to the first use of the development hereby permitted a Green Travel Plan shall be submitted to, and agreed in writing with, the Local Planning Authority. The Green Travel Plan shall include detailed and specific measures to reduce the number of journeys made by car to the

development hereby permitted and shall include specific details of the operation and management of the proposed measures. The commitments explicitly stated in the Green Travel Plan shall be binding on the applicants or their successors in title. The measures shall be implemented upon the first occupation of the building hereby permitted and shall be permanently kept in place unless otherwise agreed in writing with the Local Planning Authority. Upon written request, the applicant or their successors in title shall provide the Local Planning Authority with written details of how the measures contained in the Green Travel Plan are being undertaken at any given time.

REASON: To reduce reliance on the use of private cars, in the interests of sustainability, highway safety and amenity in accordance with Policies CSTP14 and PMD10 of the Thurrock Local Development Framework Core Strategy and Policies for Management of Development (December 2011).

LEVELS (WITH ADJACENT BUILDINGS)

12. Prior to the commencement of any development, details shall be submitted to, and approved in writing by, the Local Planning Authority showing the existing and proposed site levels and the finished floor level of the building hereby permitted. These details shall show the relationship with the levels of immediately adjacent land and shall include cross sections. Development shall be in strict accordance with the approved details.

REASON: To ensure that the proposed development is satisfactorily integrated with its immediate surroundings as set out in Policy PMD1 of the Thurrock Local Development Framework Core Strategy and Policies for Management of Development (December 2011).

EXTERNAL LIGHTING SCHEME

13. Prior to commencement of development details of any external lighting, including details of the spread and intensity of light together with the size, scale and design of any light fittings and supports, shall be submitted, to and agreed in writing by the Local Planning Authority. Thereafter external lighting shall only be provided in accordance with the agreed details or in accordance with any variation agreed, in writing, by the Local Planning Authority.

REASON: In the interests of amenity and to ensure that the proposed development is integrated within its immediate surroundings as required by Policy PMD1 of the Thurrock Local Development Framework Core Strategy and Policies for Management of Development (December

2011).

BOUNDARY TREATMENTS

14. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority details of the locations, heights, designs, materials and types of all boundary treatments to be erected on site. The boundary treatments shall be completed in strict accordance with the approved details before the use hereby permitted is commenced.

REASON: In the interests of visual amenity, privacy and to ensure that the proposed development is satisfactorily integrated with its immediate surroundings as required by Policy PMD1 of the Thurrock Local Development Framework Core Strategy and Policies for Management of Development (December 2011).

CAR PARKING PRIOR TO FIRST USE

15. Prior to the commencement of the use hereby permitted the car parking spaces shown on the approved plans shall be provided and delineated on-site in accordance with the approved plans. Notwithstanding the Town & Country Planning (General Permitted Development) Order 2015 (or any subsequent re-enacting Order) no development shall be carried out on the site so as to preclude vehicular access to those car parking spaces. The car parking spaces shall be available in their entirety during the whole of the time that the building is open to the staff employed thereat or to persons visiting the building.

REASON: In the interests of highway safety and amenity in accordance with policies CSTP14 and PMD8 of the Thurrock Local Development Framework Core Strategy and Policies for Management of Development (December 2011).

CYCLE AND POWERED TWO WHEELER PARKING

16. Prior to the commencement of development hereby approved details of the number, size, location, design and materials of secure and weather protected cycle and powered two wheeled parking facilities to serve the employees and customers of the gymnasium shall be submitted to and agreed in writing with the Local Planning Authority. Such parking facilities as agreed in writing shall be installed on site prior to the first use of the development hereby permitted and shall thereafter be permanently retained for sole use for cycle and powered two wheeled parking for the employees and customers of the gymnasium hereby permitted.

REASON: To reduce reliance on the use of private cars, in the interests of sustainability, highway safety and amenity in accordance with policies CSTP14 and PMD10 of the Thurrock Local Development Framework Core Strategy and Policies for Management of Development (December 2011).

HOURS OF USE

17. The development hereby approved shall be cleared of all patients by 20:00 hours and by all staff by 22:30 hours Monday to Friday, and the premises shall be cleared of all patients by 12:00 hours and by all staff by 14:00 hours on Saturdays. The facility shall not open for business before 08:00 hours Mondays to Saturdays. The development shall not be open to patients or staff on Sundays and Bank Holidays

REASON: In the interest of amenity as required by Policy PMD1 of the Thurrock Local Development Framework Core Strategy and Policies for Management of Development (December 2011).

OBSCURE WINDOWS

18. The first floor windows indicated on the northern elevation shall be permanently obscure glazed and any opening sections of these windows shall be a minimum of 1.7m above the finished floor level of the rooms in which they are to be installed.

REASON: In the interests of residential amenity

REFUSE STRATEGY

19. Prior to the commencement of the use hereby permitted a Refuses Access Strategy shall be submitted to the Local Planning Authority and approved in writing. This Strategy shall include bin storage facilities for the site, including the refuse collection points. Thereafter the Strategy shall be implemented and retain strictly in accordance with the approved details.

REASON: In the interests of highway safety and amenity in accordance with policies CSTP14 and PMD8 of the Thurrock Local Development Framework Core Strategy and Policies for Management of Development (December 2011).

SURFACE WATER DRAINAGE

20. Surface Water Drainage development shall not begin until a detailed

surface water drainage scheme for the site has been submitted to and approved in writing by the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:

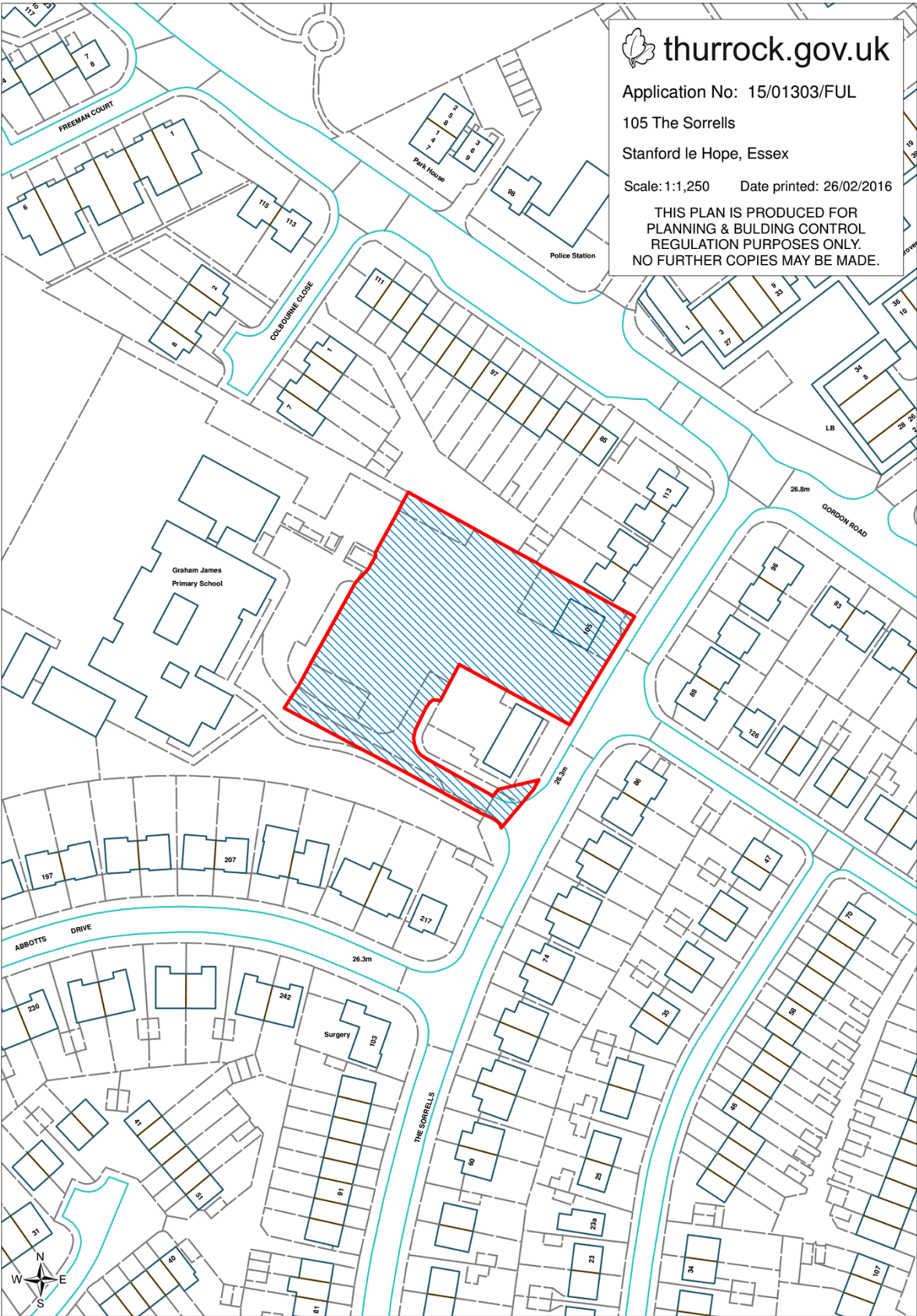
- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a period for its implementation; and
- iii. provide a management and maintenance plan of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime

REASON: To reduce the potential for surface water run-off on the site.

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/15/01303/FUL

Alternatively, hard copies are also available to view at Planning, Thurrock Council, Civic Offices, New Road, Grays, Essex, RM17 6SL.



 **thurrock.gov.uk**

Application No: 15/01303/FUL

105 The Sorrells

Stanford le Hope, Essex

Scale: 1:1,250 Date printed: 26/02/2016

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Reference: 15/01522/FUL	Site: Stables Hatch Farm Fen Lane Bulphan Essex
Ward: Orsett	Proposal: Demolition of existing buildings and erection of four new detached dwellings

Plan Number(s):		
Reference	Name	Received
100	Location Plan	30th December 2015
101	Site Layout	30th December 2015
102	Landscaping	30th December 2015
103	Elevations	30th December 2015
104	Elevations	30th December 2015
Recommendation: Approve, subject to conditions.		

1.0 BACKGROUND

- 1.1 Consideration of this application was deferred at the 11th March 2016 Planning Committee meeting to enable a site visit to take place. Members visited the site on 24th March 2016.
- 1.2 A copy of the report presented to the 11th March meeting is attached.
- 1.3 The application remains recommended for approval as detailed in the attached report.

2.0 UPDATES – COMPARISON ASSESSMENT

- 2.1 The 2014 application proposed the demolition of the existing buildings and the provision of 6 dwellings.
- 2.2 The current application proposes the demolition of all buildings and the construction of 4 properties. The table below shows a comparison between the floor area of the current buildings, proposed buildings and previously refused scheme. (The volume figures for the previous scheme were not provided, but the floor area was significantly above, so they would have been higher)

	Area (Floor area)
Exiting buildings on site	967 sq.m
14/01112/FUL	1384 sq.m (417m increase)
15/01522/FUL	950 sq.m. (17m decrease)

- 2.3 As acknowledged in the March Committee report, the site represents 'Previously Developed Land (PDL). The NPPF and Policy PMD6 of the Core Strategy indicate that proposals for the redevelopment of PDL in the Green Belt which do not have a greater impact than the existing development are appropriate in principle. Therefore there is no need for the applicant to put forward very special circumstances to justify the application.
- 2.4 The previous application comprised a significant increase in floorspace and was therefore accompanied by a case, which the application considered to constitute very special circumstances. This was not considered acceptable by officers and consequently the previous application was refused.

Reference: 15/01522/FUL	Site: Stables Hatch Farm Fen Lane Bulphan Essex
Ward: Orsett	Proposal: Demolition of existing buildings and erection of four new detached dwellings

Plan Number(s):		
Reference	Name	Received
100	Location Plan	30th December 2015
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102	Landscaping	30th December 2015
103	Elevations	30th December 2015
104	Elevations	30th December 2015

The application is also accompanied by: - Design and Access Statement	
Applicant: Mr David McDermott	Validated: 29 December 2015 Date of expiry: 14 March 2016 [Article 34 EOT]
Recommendation: Approve, subject to conditions.	

This application is being considered at Committee because an earlier application was called in for consideration and the current proposal is a revised version of that scheme.

1. Description Of Proposal

- 1.1 The application seeks full planning permission for the redevelopment of the site to provide four new residential dwellings. The existing structures would be demolished as part of the development and the new properties would be organised around a central core with a semi-circular access way.

- 1.2 The dwellings would each be provided with a double garage, off street parking and private rear garden areas.

2. Site Description

- 2.1 The application site is an approximately rectangular site on the southern side of Fen Lane close to the junction with China Lane.
- 2.2 The existing site has a courtyard appearance with buildings to the north eastern side and a single building in the centre of the site. The site lies in the Green Belt.

3. Relevant History

Reference	Description	Decision
14/01112/FUL	Construction of three new detached dwellings and the demolition of the barns and stables and the erection of three dwellings in the same configuration and scale of the original building.	Refused

4. 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/15/00183/FUL

PUBLICITY:

- 4.2 Neighbours were notified directly by letter. A site notice and press notice were also displayed. Two responses have been received objecting to the proposals on the following grounds:
- Principle of development in the Green Belt;
 - Development would be out of keeping with the surroundings;
 - Access would be difficult to the site on the narrow road;
 - It is difficult to cross the A128 to get to the village;
 - Site is prone to flooding
 - Green Belt should only be used for agricultural buildings;
 - Dwellings would be out of character with the other dwellings in the hamlet
 - Impact on openness of Green Belt

FLOOD RISK MANAGER:

- 4.3 No objections (subject to conditions).

HIGHWAYS:

- 4.4 No objections (subject to conditions).

LANDSCAPE AND ECOLOGY OFFICER:

- 4.5 No objections (subject to conditions).

ESSEX COUNTY COUNCIL ARCHAEOLOGY:

- 4.6 No objections (subject to conditions).

ENVIRONMENTAL HEALTH:

- 4.7 No objections (subject to conditions).

ENVIRONMENT AGENCY:

- 4.8 No objections.

5. Policy Context

- 5.1 National Planning Policy Framework

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

- 5.2 Annex 1 makes clear that Development Plan policies should not be considered out-of-date simply because they were adopted prior to publication of the Framework. It also sets out how decision-takers should proceed taking account of the date of adoption of the relevant policy and the consistency of the policy with the Framework. Due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

- 5.3 The following headings and content of the NPPF are relevant to the consideration of the current proposals.
- 4. Promoting sustainable transport
 - 7. Requiring good design
 - 8. Promoting healthy communities
 - 9. Protecting Green Belt land
 - 10. Meeting the challenge of climate change, flooding and coastal change
 - 11. Conserving and enhancing the natural environment
- 5.4 Detailed below are in an extracts from the NPPF with regards to housing need and Green Belt Policy;
- 5.5 'Do housing and economic needs override constraints on the use of land, such as Green Belt?

The National Planning Policy Framework should be read as a whole: need alone is not the only factor to be considered when drawing up a Local Plan.

The Framework is clear that local planning authorities should, through their Local Plans, meet objectively assessed needs unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole, or specific policies in the Framework indicate development should be restricted. Such policies include those relating to sites protected under the Birds and Habitats Directives, and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, Heritage Coast or within a National Park or the Broads; designated heritage assets; and locations at risk of flooding or coastal erosion.

The Framework makes clear that, once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'. (Paragraph: 044Reference ID: 3-044-20141006)

5.6 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 42 subject areas, with each area containing several sub-topics. Those of particular relevance to the determination of this planning application comprise:

- Climate change
- Conserving and enhancing the historic environment
- Design
- Determining a planning application
- Natural Environment
- Planning obligations
- Use of Planning Conditions
- Water supply, wastewater and water quality

5.7 Local Planning Policy

Thurrock Local Development Framework

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

SPATIAL POLICIES

- CSSP1: Sustainable Housing and Locations
- CSSP3: Sustainable Infrastructure
- CSSP4: Sustainable Green Belt
- OSDP1: Promotion of Sustainable Growth and Regeneration in Thurrock¹

THEMATIC POLICIES

- CSTP1: Strategic Housing Provision
- CSTP22: Thurrock Design
- CSTP23: Thurrock Character and Distinctiveness²
- CSTP25: Addressing Climate Change²
- CSTP26: Renewable or Low-Carbon Energy Generation²
- CSTP33: Strategic Infrastructure Provision

POLICIES FOR MANAGEMENT OF DEVELOPMENT

- PMD1: Minimising Pollution and Impacts on Amenity²
- PMD2: Design and Layout²
- PMD6: Development in the Green Belt²
- PMD8: Parking Standards³
- PMD9: Road Network Hierarchy
- PMD10: Transport Assessments and Travel Plans²
- PMD12: Sustainable Buildings²
- PMD16: Developer Contributions²

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

5.8 Focused Review of the LDF Core Strategy

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

5.9 Draft Site Specific Allocations and Policies DPD

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

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

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

6.0 Assessment

Background To Application

6.1 The previous application (14/01112/FUL) was refused solely on the impact of the development on the Green Belt. That scheme sought the redevelopment of the site for 6 dwellings, which would have significantly increased the footprint of development across the site. The proposal was consequently considered to be 'inappropriate' and the matters that were put forward were not considered to constitute the very special circumstances that would be required to warrant a departure from policy being made. The current application proposes a reduced development in an attempt to overcome the previous refusal.

6.2 The principal issues to be considered in this case are:

- I Plan designation and principle of development
- II Design
- III Highways
- IV Neighbour amenity
- V Surface water management, ecology and landscaping

I PLAN DESIGNATION AND PRINCIPLE OF DEVELOPMENT

6.3 The proposal seeks to demolish existing buildings and construct four new two storey dwellings with detached garages. The relevant guidance within the NPPF states that a Local Planning Authority should regard the construction of new buildings as inappropriate unless the proposal involves limited infilling or the partial or complete redevelopment of previously development sites (brownfield land) whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

6.4 The NPPF defines "previously developed land" to be (page 55): *Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.*

- 6.5 The site in its present form has a large area of hard surfacing and existing buildings so clearly complies with the definition of previously developed land. The key issue in this case (in terms of whether the proposal complies with the requirements of the NPPF) is how different the proposed residential dwellings are in terms of Green Belt impact, to the existing buildings, hard surfacing and outdoor storage.
- 6.6 In order to make a reasoned comparison, it is necessary to consider what is being removed.
- 6.7 The development would remove three existing buildings which are used for horse stabling along with commercial activists and storage. There is an existing hard surfacing apron around and between the buildings. The proposal would result in the removal of all of the existing buildings and the provision of four detached dwellings within area occupied by the main yard area of the site.
- 6.8 The following shows a comparison of the floorspace and volume between the existing uses and proposed dwellings:

	Area (Footprint)	Volume
Current	967 sqm	2,791 cubic metre
Proposed	950 sqm	2,416 cubic metre
Difference	17 sqm reduction	375 cubic metre reduction

- 6.9 As can be seen from above, the development would result in a 17 sqm decrease in footprint across the site and a 13.5% decrease in built volume. Whilst the layout of the development as proposed is spread out further across the whole of the site, the decrease in the footprint and volume is considered to be beneficial to the character, openness and appearance of the Green Belt at this point.
- 6.10 Given the reduction in floorspace and volume the proposal accords with the guidance in the NPPF in relation to previously developed land and the amended wording of Policy PMD6 of the Core Strategy, as it would not have a greater impact on the Green Belt than the existing development. Accordingly the development is considered to be in accordance with policy, and it does not need to be justified via the demonstration of very special circumstances.

II. DESIGN

- 6.13 The proposed dwellings would be of traditional design with steep pitched roofs, traditional windows openings and features such as dormer windows and chimneys typical of older style dwellings. The materials pallet shown is considered to be appropriate and could be conditioned to ensure a high quality finish.
- 6.14 The dwellings would have double garages and space for at least two vehicles on a plot and gardens well in excess of the council's minimum standards as expressed in Annexe 1 of the Local Plan (1997).
- 6.15 The design is considered to be acceptable in relation to the location and area, and accordingly the proposals are considered to satisfy Policies PMD2 and CSTP22 of the Core Strategy.

III. HIGHWAYS

- 6.16 The Council's Highways Officer is satisfied with the details and subject to conditions to ensure parking is retained and the roadway is provided before the dwellings are occupied the proposals comply with Policy PMD8 of the Core Strategy.

IV. NEIGHBOUR AMENITY

- 6.17 The site would be suitably distant from neighbours not to impact on the amenities that nearby occupiers presently enjoy. The houses would be set out so as not to impact on one another. Policy PMD1 is considered to be satisfied in this regard.

V. SURFACE WATER MANAGEMENT, ECOLOGY AND LANDSCAPING

- 6.18 The Council's Flood Risk Manager is satisfied with the proposals subject to a condition and the Environment Agency has raised no objections. Accordingly the proposal is considered to be acceptable in this regard.
- 6.19 The Council's Landscape Advisor has raised some concern about the proposal to enclose the site frontage (along Fen Lane) with close boarded fencing. A condition could be applied to ensure a more appropriate boundary treatment on this frontage.

VI. OTHER MATTERS

- 6.20 The County Archaeologist advises that there is evidence to show that there is the possibility that the site may have been occupied by farm buildings in the 19th century. He recommends both a condition relating to building recording and an archaeological excavation to find any evidence of the site being previously occupied. This could be covered by suitable conditions.

- 6.21 Policy PMD16 of the Core Strategy indicates that where needs would arise as a result of development; the Council will seek to secure planning obligations under Section 106 of the Town and Country Planning Act 1990 and any other relevant guidance. The Policy states that the Council will seek to ensure that development proposals contribute to the delivery of strategic infrastructure to enable the cumulative impact of development to be managed and to meet the reasonable cost of new infrastructure made necessary by the proposal.
- 6.22 The proposal is for a small scale development and no infrastructure requirements have been identified arising from this development at this time. Accordingly, it is not considered necessary for a s.106 contribution in this instance

7.0 Conclusions and Reason(S) For Approval

- 7.1 The application site is previously developed land in the Green Belt. The development would result in a reduction in footprint and volume in comparison with the existing lawful buildings on the site. The development therefore accords with Policy PMD6 and the NPPF as the proposals would not have a greater impact on the Green Belt than the existing buildings. The development therefore constitutes 'appropriate development' in the Green Belt and is consequently acceptable in principle.
- 7.2 Matters of detail such as design and layout are all considered to be acceptable. Suitable conditions could be applied to ensure that the proposal results in a high quality development that will enhance and improve the appearance of the site.
- 7.3 The current proposal is a significantly reduced scheme in comparison with the refused proposal, the previous reasons for refusal in terms of harm to and impact upon the Green Belt are considered to have been overcome.

8.0 Recommendation

Approve, subject to the following conditions:

Condition(s):

Time Limit

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

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

Samples of Materials

- 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.

REASON: To ensure that the proposed development does not prejudice the appearance of the locality.

Ground Levels

- 3 Prior to the commencement of any development, details shall be submitted to and agreed in writing by the Local Planning Authority showing the final ground level of the site and the finished floor level of the building(s) hereby permitted.

REASON: To determine the scope of this permission and safeguard the character of the immediate area in accordance with Policies PMD1 and PMD2 of the Core Strategy.

Details of Means of Enclosure

- 4 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 2015 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 (including the main access gate) 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.

REASON: To safeguard the character of the locality and in the interests of privacy and amenity in accordance with Policies PMD2 and PMD6 of the Core Strategy.

Landscaping

- 5 No construction works in association with the erection of the dwellings hereby permitted shall commence on site until a scheme of hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include:

- (a) All species, planting sizes and planting densities, spread of all trees and hedgerows within or overhanging the site, in relation to the proposed buildings, roads, and other works;
- (b) Finished levels and contours;
- (c) Means of enclosure;

(d) Minor artefacts and structures (e.g. furniture, play equipment, refuse and other storage units including the cycle store, signs and lighting);

(e) External surface material for parking spaces, pedestrian accesses.

(f) A full assessment of the Leyland Cypress trees to the southern and eastern boundaries of the site.

All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of the building(s) or the completion of the development whichever is the sooner. Any trees, plants or hedges which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the Local Planning Authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

REASON: In the interests of the character and visual amenities of the area in accordance with Policy PMD2 of the Core Strategy.

Surface Water Drainage

6 No development shall take place until a detailed surface water drainage scheme for the site, has been submitted to and approved in writing by the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a period for its implementation; and
- iii. provide a management and maintenance plan of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime

REASON: To ensure a satisfactory method of surface water drainage and to prevent pollution of local watercourses.

Porous Hardsurfacing

7 The hardstanding areas within the residential curtilages of the

properties hereby permitted shall be contracted with a porous surface.

REASON: In the interests of surface water management.

Construction of Road Way Prior to Occupation

- 8 Prior to the occupation of any dwelling, the proposed estate road(s), footways and footpaths, turning spaces and driveways (where applicable) between the dwelling(s) and the existing highway, shall be properly consolidated and surfaced to the satisfaction of the Local Planning Authority. The footways and footpaths between any dwelling and the existing highway shall be complete within six months from the date of occupation of the dwelling.

REASON: In the interests of highway safety and amenities of the occupiers of the proposed residential development in accordance with Policy PMD2 of the Core Strategy

Garages for Parking Only

- 9 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 2015 and Section 55 of the Town and Country Planning Act 1990 or any subsequent Acts or Order re-voking or renewing the provisions of that Act or Order, the garages hereby permitted shall be used solely for parking of vehicles in domestic use or for incidental domestic storage only.

REASON: To ensure adequate provision is made for vehicle parking and in the interests of the Green Belt in accordance with Policies PMD6 and PMD8 of the Core Strategy

Highways Management Plan

- 10 A Highways Management Plan (HMP) shall be submitted and approved by the Local Planning Authority prior to commencement of the development hereby approved, details to include (as appropriate):

- i. Hours of operation
- ii. Construction access
- iii. Temporary hard standing
- iv. Storage of materials
- v. Heavy plant storage
- vi. Abnormal Load Vehicle movements and routing
- vii. Crane storage and its use
- viii. Contractor parking
- ix. Wheel Washing Facilities

Once submitted to and agreed in writing by the Local Planning

Authority the works shall be undertaken in strict accordance with the agreed details, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that the proposed development does not cause pollution in accordance with Policy PMD1 of the Core Strategy and in accordance with NPPF

Construction and Waste Management Plan

- 11 Prior to the commencement of the works subject to this consent hereby approved, a Construction Management Plan and Waste Management Plan shall be submitted to and agreed in writing prior to the commencement of the works hereby approved. The details shall include;

- i Details of measures to minimise fugitive dust during construction demolition and stockpiling of materials;
- ii A Waste Management Plan;
- iii An asbestos survey with the details of its removal by a competent contractor;
- iv. Details of any security lighting or flood lighting proposed including mitigation measures against light spillage outside the site boundary;
- v. Details of crushing and/or screening of demolition and excavation materials including relevant permits;
- vi. Details of measures to minimise noise and vibration during construction and demolition to comply with the recommendations (including those for monitoring) set out in Parts 1 and 2 of BS5228:2009 'Code of Practice for Noise and Vibration Control on Construction and Open Sites'.

Once submitted to and agreed in writing by the Local Planning Authority the works shall be undertaken in strict accordance with the agreed details, unless otherwise agreed in writing by the Local Planning Authority. All construction activities should be carried out using best practice with reference to BS5228 (control of noise from construction sites) to minimise the effect of construction on local residents).

REASON: To ensure that the proposed development does not cause pollution in accordance with Policy PMD 1 of the Core Strategy and in accordance with NPPF

Contamination

- 12 Prior to commencement of the development hereby approved the site shall be decontaminated in accordance with details, which shall have been previously submitted to and approved by the Local Planning Authority. These details shall include those for a site investigation sufficiently detailed to enable a quantitative risk

assessment of site contaminants on both groundwater and surface water to be undertaken, together with a conceptual model to illustrate all potential contaminant sources, pathways and receptors and a remediation method statement and a validation report detailing the works undertaken, any changes to the conceptual model and quantitative risk assessment together with validation data.

REASON: In order to ensure that the site is rendered safe for human habitation and in the interests of avoiding pollution of the water environment.

Hours of Work

- 13 Works on the site in connection with the demolition and removal of existing structures, other preparatory works, and the construction of the development hereby approved shall be limited to between the hours of 8 am to 6 pm Mondays to Fridays and 8 am to 1 pm on Saturdays, with no working on Sundays or Bank Holidays. Any piling of foundations shall be carried out at such times and by such means as shall have been previously agreed by the Local Planning Authority.

REASON: In order to protect the residents of local properties from unacceptable noise nuisance in accordance with Policy PMD1 of the Core Strategy

Removal of PD Rights (Residential)

- 14 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 2015, or any subsequent re-enacting or revoking Acts or Orders, no development falling within Classes A, B, C or E shall be carried out on the site without the prior written consent of the Local Planning Authority. Furthermore, and notwithstanding the details shown the plans no habitable accommodation shall be formed within the roof areas of the dwellings hereby permitted without the prior written permission of the Local Planning Authority.

REASON: To prevent an intensification use of the dwellings which lie within the Metropolitan Green Belt in accordance with Policy PMD6 of the Core Strategy

Archaeology

- 15 No demolition of any kind shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant, and approved by the planning authority.

REASON: In the interests of the historical value of the site in

accordance with Policy PMD4 of the Core Strategy and the NPPF.

External Lighting Scheme

- 16 Prior to the commencement of development details of any external lighting, including details of the spread and intensity of light together with the size, scale and design of any light fittings and supports, shall be submitted to and agreed in writing by the local planning authority. Thereafter external lighting shall only be provided and operated in accordance with the agreed details or in accordance with any variation agreed in writing by the local planning authority.

REASON: In the interests of amenity and to ensure that the proposed development is integrated within its surroundings as required by policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Junction Layout (Technical Details)

- 17 Development shall not be commencement until details of the junction of the site access onto the highway (including sight splays) have been submitted to and approved in writing by the local planning authority and the dwellings and buildings shall not be occupied until those junctions have been constructed in accordance with the agreed details.

REASON: In the interests of highway safety in accordance with Policies PMD2 and PMD9 of the Adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development DPD 2011.

Refuse Strategy

- 18 Prior to commencement of the development hereby approved a Refuse Access Strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall identify how waste and recycling provision will be provided in relation to the Council's three bin policy, including details of bin storage. These agreed measures shall be implemented on site prior to occupation and retained in perpetuity for the life of the development

Reason: In the interests of residential amenity and to ensure that the development can be integrated within its immediate surroundings in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Plan Numbers

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

Plan Number(s):		
Reference	Name	Received
100	Location Plan	30th December 2015
101	Site Layout	30th December 2015
102	Landscaping	30th December 2015
103	Elevations	30th December 2015
104	Elevations	30th December 2015

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

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/15/01522/FUL

Alternatively, hard copies are also available to view at Planning, Thurrock Council, Civic Offices, New Road, Grays, Essex, RM17 6SL.

Reference: 15/01483/FUL	Site: Land east of St. Andrew’s Road, north of Gaylor Road and west of Dock Road, Tilbury.
Ward: Tilbury St. Chads	Proposal: Full planning application for development of southern part of London Distribution Park (approved under outline planning permission 14/00487/CV) for new sortation and fulfilment centre comprising warehouse and distribution building (B8) with ancillary offices and yard areas, security and amenity buildings, staff car parking, circulation routes and landscaping, with access from existing roundabout on A1089 and formation of new access from Dock Road.

Plan Number(s):		
<u>Reference</u>	<u>Name</u>	<u>Received</u>
ANT-30813-PL-100 C	Site Location	16.12.15
ANT-30813-PL-101 D	Site Layout	11.03.16
ANT-30813-PL-102 B	Warehouse Level 1	16.12.15
ANT-30813-PL-103 B	Warehouse Level 2	16.12.15
ANT-30813-PL-104 B	Warehouse Level 3	16.12.15
ANT-30813-PL-105 B	Warehouse Level 4	16.12.15
ANT-30813-PL-106 B	Warehouse Level 5	16.12.15
ANT-30813-PL-107 B	Warehouse Level 6	16.12.15
ANT-30813-PL-109 B	Office Level 1 Pod Levels 1, 2 & 3	16.12.15
ANT-30813-PL-110 B	Office Level 3	16.12.15
ANT-30813-PL-111 B	Indicative Sections	16.12.15
ANT-30813-PL-112 C	Elevations	11.03.16
ANT-30813-PL-113 C	Elevations Office and Office Pod	11.03.16
ANT-30813-PL-114 B	Decked Carpark Floor Plans Levels 1 & 2 (Sheet 1 of 2)	16.12.16
ANT-30813-PL-115 B	Decked Carpark Floor Plans Levels 3 & 4 (Sheet 2 of 2)	16.12.16
ANT-30813-PL-116 B	Decked Car Parking Elevations	16.12.16
ANT-30813-PL-117 B	Truck Drivers Toilet Plan and Elevations	16.12.16
ANT-30813-PL-118 B	Exit Gatehouse Plans and Elevations	16.12.16
ANT-30813-PL-119 D	Illustrative Coloured Site Layout	11.03.16
ANT-30813-PL-120 C	Illustrative Coloured Elevation	11.03.16
ANT-30813-PL-121 B	Entrance Gatehouse Plan and Elevations	16.12.16
ITB10336-GA-004 A	Proposed Roundabout South West Corner of Site Along A126 Dock Road	16.12.16
2381-SK-2 B	Landscape Proposals	11.03.16
2381-SK-3	Tree Planting in Hard Surfaces	11.03.16
2381-SK-4	Typical Tree Pit Details	11.03.16

The application is also accompanied by:

- Design and Access Statement;
- Energy Statement;
- Environmental Statement Addendum with Technical Appendices comprising the following chapter headings –;
 - Introduction
 - Description of site and surroundings
 - Description of the proposals
 - Planning policy context
 - Alternatives
 - Landscape and visual impact
 - Ecology
 - Cultural heritage and archaeology
 - Transportation
 - Socio-economic considerations
 - Hydrogeology and ground conditions
 - Water resources
 - Noise and vibration
 - Air quality (with additional technical note)
 - Natural resources and waste
 - Inter-relationships between topics
 - Inter-relationships with other developments
- Environmental Statement Non-Technical Summary;
- Lighting Strategy;
- Planning Statement;
- Transport Statement (with Additional Network Assessments / Addendum); and
- Travel Plan.

Applicant:
London Distribution Park LLP

Validated:
17 December 2015
Date of expiry:
7 April 2016

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

1.0 DESCRIPTION OF PROPOSAL

- 1.1 In summary, the application seeks full planning permission for a Class B8 warehousing building with ancillary offices, staff amenity facilities, gatehouses, HGV parking and loading / unloading areas, staff car parking and the formation of a new roundabout junction onto Dock Road. The key characteristics of the proposals are set out in the table below:

Site Area	18.6 hectares
Floorspace	Class B8 (storage & distribution) – 193,622 sq.m. Class B1(a) (offices) – 11,150 sq.m. Security gatehouses / truck driver facilities – 48 sq.m. TOTAL – 204,820 sq.m.
Parking	HGV Parking: 94 no. HGV parking spaces 73 no. additional HGV parking spaces 15 no. HGV waiting spaces TOTAL: 182 HGV parking / waiting spaces
	Car Parking: 196 no. surface level spaces (including 46 no. spaces for disabled users) 1,702 no. spaces within decked parking area TOTAL: 1,898 car parking spaces
	Motorcycle Parking: 52 no. spaces
	Cycle Parking: 100 no. spaces
Building Height	‘Main’ warehouse: 21.85m AOD 2 x circulation cores to northern elevation: 23.3m AOD Offices: 13.6m AOD Plant on office roof: 15.7m AOD Decked car park: 10.6m AOD
Employment	2 x shifts per day with a maximum of 1,670 employees per shift Office / management / security: approximately 170 jobs TOTAL: 3,510 jobs
Operating Hours	24 hours a day / 7 days a week

The planning history set out in the table below refers to the extant outline planning permission for commercial development, comprising predominantly Class B8 (storage and distribution) use, on this site. The outline permission (as subsequently amended) establishes a number of parameters to inform the development of the site, notably limitations restricting total floorspace and maximum building heights. As the current proposals are beyond the ambit of the parameters established by the outline planning permission, the submission comprises a detailed planning application separate from the outline consent.

1.3 Proposed Buildings / Uses

Permission is sought for a total floorspace of 204,820 sq.m., principally accommodated within a single warehouse / office building, with smaller freestanding gatehouses and HGV driver’s facilities. The proposed warehouse / office building would be a broadly rectangular-shaped structure measuring 371m (east-west) and 184m (maximum) (north-south).

1.4 The main warehousing / fulfilment / sortation process area (Use Class B8) would occupy the majority of proposed floorspace within a rectangular-shaped ‘box’ measuring 371m x 137m. Floorspace within the main Class B8 ‘box’ would be arranged over five main floors as detailed in the table below:

<u>Level</u>	<u>Use</u>	<u>Floorspace</u>
1 (ground floor)	Process area / mechanical sorters / very narrow aisle (VNA) racking area / metal shop / wood shop / general work area / parts storage / IT cage and battery charging area.	50,413 sq.m.
2	Process platform (mezzanine floor)	2,263 sq.m.
3	Warehouse / process mezzanine	47,366 sq.m.
4	Warehouse	46,745 sq.m.
5	Warehouse	46,745 sq.m.
6	Stairwells	90 sq.m.
	TOTAL Use Class B8	193,622 sq.m.

1.5 The submitted floorplans suggest that the sorting and processing of goods would take place at levels 1, 2 and 3 of the building, with storage of goods occurring at levels 3, 4, 5 and 6. The eastern part of the warehouse would be occupied by a racking system, with associated lifts for the movement of goods.

1.6 Attached to the southern side of the warehouse would be a proposed two-storey ‘office’ structure. At ground floor level (Level 1) this element of the building would comprise:

- entrance hall

- security area;
- locker rooms;
- changing rooms;
- toilets;
- training rooms
- offices;
- conference rooms;
- interview rooms;
- smokers areas; and
- breakout area.

This accommodation at Level 1 would total 4,730 sq.m. floorspace.

1.7 A small amount of office accommodation (229 sq.m.) would be provided at Level 2. More substantial accommodation is proposed at Level 3 comprising:

- entrance hall
- security area;
- locker rooms;
- changing rooms;
- toilets;
- breakout areas;
- rest areas; and
- staff canteen (food preparation and server areas).

Accommodation at Level 3 would total 5,180 sq.m., providing a total of office and ancillary floorspace on Levels 1, 2 and 3 of 10,139 sq.m.

1.8 Approximately half-way along the northern elevation of the warehouse would be a proposed office ‘pod’ projecting from the façade of the warehouse building. This pod would provide three levels of accommodation totalling 1,011 sq.m. of floorspace. Separate from the warehouse / office building the proposals include two small gatehouses located at the entrance and exit points for HGV’s to the service area on the northern side of the warehouse / office building. A small building housing a HGV driver’s toilet would be sited close to the HGV entrance gatehouse.

1.9 The total gross internal area of the all buildings proposed is set out in the table below:

Warehouse	Level 1	50,413 sq.m.
	Level 2	2,263 sq.m.
	Level 3	47,366 sq.m.

	Level 4	46,745 sq.m.
	Level 5	46,745 sq.m.
	Level 6	90 sq.m.
	TOTAL	193,622 sq.m.
Offices	Level 1	4,730 sq.m.
	Level 2	229 sq.m.
	Level 3	5,180 sq.m.
	Office Pod Level 1	349 sq.m.
	Office Pod Level 2	434 sq.m.
	Office Pod Level 3	228 sq.m.
	TOTAL	11,150 sq.m.
Gatehouses etc.	Entry / Exist Gatehouses	27 sq.m.
	HGV Driver's WC	21 sq.m.
	TOTAL	48 sq.m.
	GRAND TOTAL	204,820 sq.m.

1.10 The proposed site layout drawing indicates a number of ancillary structures associated with the proposed sortation and fulfilment centre. To the east of the decked car park an electricity 'HV Substation' is indicated, measuring approximately 47m x 21m in plan. To the north-east of the proposed warehouse / office building two fire-water sprinkler tanks, each with a diameter of some 8m, together with an associated pump house are indicated. Finally, at the north-eastern corner of the application site a driver's amenity building and gatehouse are indicated at the entrance to the 'additional HGV parking' area. No drawings showing the elevational treatment of these buildings and structures have been submitted.

1.11 Operator / Occupier

The applicant in this case is London Distribution Park (LDP) LLP, which is a partnership between Roxhill (an industrial and distribution developer) and the Port of Tilbury London. However, the detailed planning application which has been submitted has been designed to meet the requirements of a specific operator / occupier. The ES accompanying the application, in describing the proposals, notes that the development "*comprises a warehouse and distribution building in use class B8, containing a complex sortation and fulfilment operation (sometimes known as a Fulfilment Centre), for the transshipment of goods for a retail company.*" Members of the Committee will be aware that 'traditional' planning applications for speculative Class B8 development generally involve buildings comprising an ancillary office element, with a single storey warehouse space enabling an individual occupier to install a racking system as required. In the current case, the proposed arrangement of several floors of warehousing and process operations within the buildings reflects the specific operational needs of the intended occupier. Similarly,

the quantum of floorspace proposed and building / ceiling heights have been designed with a specific occupier in mind.

1.11 Layout of the Site

As noted in the 'Site Description' section of this report below, the 'main' LDP site is located east of the A1089(T) / Dock Road and north of Gaylor Road / Leicester Road. The north-western part of the 'main' site has recently been developed, via the outline planning permission (as amended) with a Class B8 use warehouse and haulier parking area. The current application site comprises the remaining land within the 'main' site, together with an area of highway land at Dock Road.

1.12 The proposed warehouse / office building would be positioned to the south-east of the Asda roundabout junction and oriented in an east-west alignment. All of the proposed dock levellers would be positioned on the northern elevation of the building, with the service yard and associated HGV parking bays to the northern side of the warehouse. The HGV gatehouse and HGV waiting area would be sited immediately to the east of the warehouse. An additional HGV parking area would be positioned in the north-eastern corner of the 'main site'.

1.13 A surface car parking area, including space for disabled users, is proposed adjacent to the offices on the southern façade of the building and close to the main entrance to the warehouse / office. Parking for motorcycles and cycles would also be in this location, along with bus stops. The layout of the site has been arranged to separate HGV traffic from car / bus / motorcycle / cycle traffic.

1.14 Access

As noted in the 'Site Description' section below, the outline planning permission for Class B1 / B2 / B8 development included provision of a new arm to access the 'main' site from the Asda roundabout. This arm has been constructed and is used to access the Travis Perkins warehouse and the haulier park which are both operational. This existing access from the Asda roundabout junction would be used by HGV's only to access and egress the service area (on the northern side of the warehouse), the HGV waiting area (on the eastern side of the warehouse) and the additional HGV parking area (in the north-eastern corner of the 'main' site).

1.15 Access and egress to / from the site for cars, buses, motorcycles and cycles is proposed via a new roundabout junction on Dock Road. The outline planning permission proposed an access, in the form of a priority 'T' junction, to serve the 'island' site (located between Dock Road and A1089(T)). This access has been formed, although the 'island' site remains undeveloped and no built development is currently proposed on land within the 'island' site. The submitted proposals would replace this existing 'T' junction with a new 4-arm roundabout junction to serve both the 'island' site and the 'main' site from Dock Road. Localised widening of Dock Road is also proposed to accommodate the new junction and to provide a left-in

only access into the site from Dock Road (southbound).

1.16 Vehicle Parking

Parking areas for HGV's would be located to the north of the warehouse and within an 'additional HGV parking' area at the north-eastern corner of the site. A total of 167 parking spaces for HGV's are provided within these two areas. Waiting spaces for a further 15 HGV's are proposed to the east of the warehouse, to enable HGV's to queue before entering the service area for loading and unloading. As noted above, the site layout drawing suggest that all of these HGV parking and waiting areas would be accessed via the Asda roundabout junction.

1.17 Design / Appearance

All elevations of the proposed warehouse building would comprise precast concrete panels to the ground floor. Above ground floor level, the external walls would comprise flat composite cladding panels in three colours (silver metallic, grey aluminium and dark metallic grey). Blocks of these varying shades would be randomly distributed across the elevations. Four continuous bands of windows would run across the elevations to provide natural lighting to levels within the warehouse. A vertical strip of blue coloured cladding would be used to articulate the elevations. Vertical stair and lift circulation cores on the northern and southern elevations would be clad in a single tone of grey cladding. External staircases to all elevations would be enclosed in a galvanised steel mesh. The top section of all warehouse elevations would include a narrow strip of melon yellow coloured cladding. External elevations of the proposed decked car park would comprise precast concrete panels at the base with randomly distributed grey cladding (in three shades) above. Proposed office elevations would incorporate full height glazing and three shades of grey coloured cladding (similar to the warehouse and decked car park).

1.18 Car Parking

Car parking would generally be located on the southern side of the warehouse / office building. To the south-west of the building and adjacent to the offices would be a surface car park comprising 196 no. car parking spaces, including 46 no. spaces for disabled users. A bus stop and associated layby for buses would be positioned adjacent to the surface car park. Buses would use separate points of access from cars onto the internal access road linking to Dock Road. Adjacent to the south-east of the warehouse / office building would be a multi-storey decked car park providing 1,702 car parking spaces across seven levels (level 1 upper & lower, level 2 upper & lower, level 3 upper & lower and level 4). The decked car park would be served by a separate entrance exit onto the internal estate road.

1.19 Employment / Operating Hours

The intended occupier of the proposed sortation and fulfilment centre would operate the use on a 24 hours a day, 7 days a week basis. The majority of employees engaged within the warehousing activities would operate within two staggered shift patterns across a 24 hour working day. There would be a maximum of 1,670 warehouse employees per shift, with a smaller number of other staff working more conventional office hours. Details of the shift pattern for warehouse employees are provided in the table below:

	Morning Shift		Evening Shift	
	Stagger 1 07.30- 18.00hrs	Stagger 2 08.00- 18.30hrs	Stagger 1 18.45- 05.15hrs	Stagger 2 19.15- 05.45hrs
Warehouse employees	570	1,100	570	1,100

- 1.20 From the above table it will be noted that warehouse staff will generally work a 10.5 hour working day, although the submitted Transport Assessment states that during peak seasonal periods the working day could be extended to 11.5 hours. It will also be noted that 1,670 warehouse employees will be on-site across the majority of the morning and evening shifts (i.e. between 08.00-18.00hrs and between 19.15-05.15hrs). In addition to warehouse employees, the intended operator would employ approximately 170 office, management and security staff. Office based employees would generally work ‘normal’ office hours, with the working hours of security staff to be determined. The accompanying ES provides the following break-down of occupation categories from the intended occupier:

<u>Occupation Category</u>	<u>% of Employees</u>
Managers	6.8%
Professionals	4.5%
Technical	0.7%
Administration	0.6%
Skilled Trade	0.1%
Caretakers	0.9%
Drivers	0.1%
Elementary occupations	86.3%
	100%

1.21 Relationship to Port of Tilbury

The outline planning application (10/50157/TTGOUT) for development on the ‘main’ site was submitted by the Port of Tilbury London Ltd. and was described by the applicant as an extension of the Port onto Green Belt land adjacent to the Port complex. A ‘Port Operational Statement’ submitted with the outline planning application in 2010 considered that the Port was operating at full capacity and that further land was needed if the Port was to fulfil its potential. In justifying the removal of the ‘main’ site from the Green Belt the applicant then considered that,

inter-alia:

- the Port makes a crucial contribution to the regional and local economy;
- the planning and economic context establishes a need for considerable employment growth;
- the Port can play a significant part in contributing towards job growth;
- forecast increases in Port throughput will allow employment growth of up to some 1,500 jobs;
- the Port is operating at capacity, increases in throughput will not be achieved unless more land is available and there is potential for a decline in employment due to increasing productivity;
- the site meets the locational criteria to allow for expansion.

1.22 In support of the current application the Port has provided a statement which notes:

- the proposals represent a significant opportunity for new jobs in the Borough;
- the potential occupier has the potential to take advantage of the multi-modal facilities provide by the Port;
- as an importer of goods, the potential occupier can potentially utilise the container terminal, the roll-on roll-off facility and the railway sidings located at the Port;
- consequently there is potential for the Port to meet the supply chain requirements of the intended occupier.

1.23 With regard to the potential links between the proposed sortation and fulfilment centre and the Port, the submitted Transport Assessment states that:

“... the close proximity of the existing Port would mean that some goods arriving at the Port would be destined for the Fulfilment Centre. These goods are currently transported to existing distribution centres. Therefore, some of these vehicles are already present on the road network adjoining the site. However, to ensure a robust assessment, no reduction in movements between the Port and the proposed development site has been allowed for, to reflect the movements originating in the Port which would transfer to the proposed development site”.

2.0 SITE DESCRIPTION

2.1 The outline planning approval for Class B1, B2 and B8 development on land formerly comprising part of Tilbury Marshes (10/50157/TTGOUT) comprised a ‘main’ and an ‘island’ site. The ‘main site’ comprised an area of approximately 26.1 hectares located to the east of the A1089(T) Dock Approach Road / Dock Road and north of Gaylor Road / Leicester. The ‘main site’ until recently comprised a

rectangular area of generally level and low-lying rough grassland and scrub vegetation which was formerly used for the grazing of horses and as a karting track, with single storey ancillary buildings. The site used to be located within the Tilbury flood storage area (Flood Zone 3b). However, following the grant of outline planning permission ground levels were raised and a new flood defence bund created along the northern and eastern site boundaries. The effect of these works was to remove the site from the functional floodplain and transfer the flood risk status of the site to Zone 3a.

- 2.2 Following the outline planning permission, an ecological clearance and translocation programme was completed and new structural landscaping introduced to the boundaries of the site. A new vehicular access to the ‘main site’ has been created via a new arm onto the ‘Asda’ roundabout on the A1089(T). In the north-western corner of the ‘main site’ a new warehouse building has been recently occupied by Travis Perkins. To the east of this building a hardsurfaced area of haulier parking, including an area for casual-use by lorry drivers, has been recently constructed.
- 2.3 The site for the current application largely comprises the remainder of the ‘main site’ but excluding the plot occupied by Travis Perkins and the casual-use lorry park. However, the site boundary has been drawn to include land within the highway at Dock Road and part of the ‘Island Site’ in order to accommodate a new roundabout junction. As noted below, the site has been subject to ecological clearance and engineering operations to create a developable platform.
- 2.4 Adjacent to the north of the ‘main site’ site is a continuation of the flat, low lying land forming Tilbury Marshes. Higher land forming the river terrace is located at Marshfoot Road, some 800m to the north of the ‘main site’. Open land forming part of Tilbury Marshes also adjoins the site to the east. This land is used for horse grazing, playing fields and allotments. To the south of the site are two and three-storey dwellings at Gaylor Road and Leicester Road, with the main built-up area of Tilbury located further to the south. The A1089 (T), Dock Road and the ‘Asda’ roundabout junction form the western boundary of the site. A new arm constructed on the ‘Asda’ roundabout forms the point of access for the main site. Land at Little Thurrock Marshes adjoins the ‘main site’ to the north-west, with residential properties at the Thurrock Park estate beyond.

3.0 RELEVANT HISTORY

<u>Reference</u>	<u>Description</u>	<u>Decision</u>
10/50157/TTGOUT	Development of land comprising formation of new accesses to the A1089(T) and Dock Road, creation of internal estate roads, erection of buildings for storage and distribution (B8), general industry (B2) and offices (B1), provision of lorry parking,	Approved

	associated earthworks, car parking, public amenity areas, open space and landscaping.	
13/00405/CV	Application under Section 73 for a Minor Material Amendment in respect of conditions 6 and 16 of planning permission reference 10/50157/TTGOUT.	Approved
13/00433/REM	Reserved matters application pursuant to outline permission 10/50157/TTGOUT for formation of flood bund, preliminary earthworks and landscaping	Approved
14/00486/FUL	Development of land within area of outline planning permission 13/00405/CV comprising creation of internal estate road, erection of a building for storage and distribution (B8) with ancillary offices; areas of external storage; HGV parking and yard areas, and staff car parking.	Approved
14/00487/CV	Application for the variation of conditions 5 (building heights) and 6 (arrangement of land uses) following grant of planning permission reference 13/00405/CV (Development of land comprising the formation of new accesses to the A1089(T) and Dock Road, creation of internal estate roads. Erection of buildings for storage and distribution (B8), general industry (B2) and offices (B1), provision of lorry parking, associated earthworks, car parking, public amenity areas and landscaping).	Approved
14/01177/REM	Application for approval of reserved matters following outline approval. Provision of haulier parking, including casual haulier parking area, amenity block and gatehouse.	Approved

- 3.1 Outline planning permission, with all matters reserved apart from access, was originally granted by the former Thurrock Development Corporation in March 2012 (ref. 10/50157/TTGOUT). This permission followed referral of the application to the Secretary of State and was subject to a s.106 legal agreement and planning conditions. This outline permission reserved all matters for future approval apart from access and a single point of access for the main site (east of the A1089) was detailed via a new arm on the Asda roundabout. Planning conditions also set development parameters for the site, including the arrangement of land uses, maximum building heights and maximum floorspace. A number of applications have been submitted to discharge the details reserved by planning conditions attached to the outline permission. In 2013 an application (ref. 13/00405/CV) was submitted and approved for a minor material amendment, under s.73 of the Town and Country Planning Act 1990, for the re-alignment of the main site access road

with a consequential minor alteration to the configuration of approved uses. A reserved matters application (ref. 13/00433/REM) has been approved for the details of the flood bund, preliminary earthworks and landscaping around the perimeter of the main site.

- 3.2 In September 2014 full planning permission was granted for the construction of a Class B8 warehouse and ancillary development on the north-western part of the site (ref. 14/00486/FUL. Construction works are now complete and the building is now occupied by Travis Perkins and used as a regional distribution hub. Also in September 2014 the Council approved a s.73 application for variation of planning conditions relating to approved building heights and the arrangement of approved land uses (ref. 14/00487/CV). The effect of this permission was to increase maximum building heights on part of the site from 15m to 18m and to introduce built floorspace on part of the site previously allocated to haulier parking (although not resulting in any increase in approved floorspace).
- 3.3 Most recently in October 2014 reserved matters were approved for a haulier parking area, including a lorry parking area for casual users, located on the northern part of the site (ref. 14/01177/REM).

4.0 CONSULTATIONS AND REPRESENTATIONS

- 4.1 Detailed below is a summary of the consultation responses received. Full text versions are available on the Council's web-site at:
www.thurrock.gov.uk/planning/15/01483/FUL.

4.2 PUBLICITY:

The application has been publicised by the display of site notices, a newspaper advertisement and consultation with neighbouring properties. The proposals have been advertised as a major development accompanied by an Environmental Statement.

- 4.3 Neighbour consultation letters have been sent to 425 surrounding properties. Two letters of objection has been received raising the following concerns:

- noise and disturbance from construction activities;
- disturbance from operation of the existing Travis Perkins warehouse;
- disturbance from lighting at the site;
- potential for damage to property during construction;
- property devaluation;
- potential flood risk;
- loss of views;
- development is too close to housing; and
- traffic congestion.

4.4 The following consultation replies have been received:

4.5 ANGLIAN WATER:

Assets – request that the decision notice includes an informative drawing attention to assets close to or crossing the site.

Wastewater Treatment – Tilbury Water Recycling Centre has capacity for wastewater from the proposed development.

Foul Sewerage Network – a planning condition is requested to require a foul water drainage strategy.

Surface Water Disposal – a planning condition is requested to require a surface water management strategy.

4.6 CABE / DESIGN COUNCIL:

The proposals were subject to a post-submission design review conducted in February 2016. The formal response following this review raises the following key points –

- some aspects of the design work well, but more should be done to provide a high quality environment for workers;
- site layout, building mass and height seem appropriate in the context of Tilbury Port and the local area;
- the pedestrian experience associated with the car park and southern landscape area needs to be developed;
- breaking-up the strong vertical facades to mitigate the building's impact works well, although a simpler design of the main warehouse is encouraged with a more creative office element;
- a more human scale, a sense of identity and marking of the entrance to the office element of the building are encouraged;
- finishing materials and colours which minimise visual impact are encouraged;
- pedestrian routes and connections to the south should be strengthened;
- views out of the building from the office / amenity areas should be considered;
- the surface car park / pedestrian access area should create a better sense of arrival with additional soft landscaping;
- the introduction of charging points for electric vehicles within the car parking area is encouraged;
- the proposed energy strategy seems appropriate.

4.7 ENVIRONMENT AGENCY:

No objection.

The Agency notes that, via the previous provision of a flood embankment, the site is now within Flood Zone 3a and not 3b. Request that any planning permission is subject to a condition requiring compliance with measures with the Flood Risk Assessment.

4.8 ESSEX COUNTY COUNCIL – ARCHAEOLOGY:

No archaeological deposits will be further impacted by the proposed development and no archaeological conditions are recommended.

4.9 ESSEX FIRE & RESCUE:

No reply received.

4.10 ESSEX POLICE – ARCHITECTURAL LIAISON:

No reply received.

4.11 ESSEX & SUFFOLK WATER:

No objection.

Advise of the presence of water mains which may be affected by the proposals. The cost of any diversions will be recovered from the developer. Request an informative is attached to any decision notice regarding water supply.

4.12 HIGHWAYS ENGLAND:

Recommend that s.106 obligations and conditions should be attached to any grant of planning permission.

The applicant's transport Assessment suggests that the Asda roundabout junction will operate over-capacity during peak periods with the development. It is therefore necessary for this impact to be mitigated. A travel plan is required to incorporate mitigation measures including:

- provision of a travel plan co-ordinator
- provision of a free bus service for staff providing a minimum of 4 services per shift over 2 routes. Vehicles to have a minimum 49 seat capacity;
- establishment of a travel plan steering group;

- financial contribution of £105,000 towards pedestrian / cycle improvements locally;
- provision of a travel plan bond of £108,000 to be used for additional travel plan measures if specified parking levels are triggered.

Planning conditions are requested to address the issues of a construction management plan, staff change-over periods and improvements to the A1089 / A13 merge.

4.13 NATURAL ENGLAND:

Statutory nature conservation sites – no objection.

Protected Species – refer to standing advice previously issued by Natural England for the assistance of local planning authorities.

Invertebrates and habitat – refer to standard advice produced for use by local planning authorities in Essex.

Priority habitat – refer to guidance within the NPPF.

Green Infrastructure – encourage the incorporation of green infrastructure into the development.

Local Sites – if the development affects local sites there should be sufficient information to understand impacts.

Biodiversity enhancements – the local planning authority should consider measures to enhance the biodiversity of the site.

Landscape enhancements – the development may provide opportunities to enhance landscape character.

4.14 PORT OF TILBURY:

Fully supports the planning application. Draws attention to the job creation and economic investment the proposals could deliver. The port notes that the location of the site close to Tilbury Docks could take advantage of the multi-modal supply chains.

4.15 EMERGENCY PLANNING:

Request that a flood warning and evacuation plan is produced.

4.16 ENVIRONMENTAL HEALTH:

Contaminated land – no objection, subject to condition.

Construction – mitigation measures are required to control the impacts of construction on sensitive receptors. A planning condition attached to any grant of planning permission requiring a construction environmental management plan (CEMP) is requested.

Air Quality – an air quality technical note was submitted by the applicant following initial concerns regarding modelling. Receptors were re-modelled and are generally in-line with expectations, producing negligible results for all receptors. However, receptors at the Pilgrims Lane traveller site may be slightly under predicted due to topography. Nevertheless the overall impact will be no more than “slight adverse” for these receptors. A Low Emissions Strategy for the development is promoted by the ES and this should be required by planning condition.

Noise – during operation vibration will not be an issue and does not need to be considered further. Vibration during construction should be addressed via a CEMP planning condition. Operational noise impacts have been properly considered and, subject to proposed mitigation measures, operational noise impacts would be minimised as far as is reasonable. The provision of acoustic barriers, cladding of the proposed multi-storey car park and noise from mechanical plant should be addressed by planning conditions.

4.17 FLOOD RISK MANAGER:

No objection – subject any planning permission being subject to a condition addressing surface water drainage.

4.18 HEALTH & WELL-BEING ADVISORY GROUP:

No response received.

4.19 HIGHWAYS:

No objections, subject to s.106 obligations and planning conditions.

Summary – the proposals have the potential to result in the intensification of vehicle movements on Thurrock’s roads, as well as on the A1089(T), which is a Highways England asset, and the Asda roundabout junction. Following initial comments, a Transport Assessment (TA) Addendum has been submitted which goes some way to reduce the impact of the proposals. However, changes to the applicant’s draft s.106 heads of terms are required to ensure that mitigation is appropriate and the development does not significantly impact on the highway.

TA & Travel Plan – the applicant’s addendum includes the following headlines:

- the proposed Travel Plan seeks to increase the modal shift to sustainable transport choices from 10% to 21%;
- dedicated bus facilities and services will provide 4 routes to locations in the Borough per shift;
- contributions towards walking and cycling facilities in the area;
- interest free train season ticket loans (Green Travel Loans);
- provision of car share preferred spaces within car parking provision;
- contributions towards operational costs of the Tilbury / Gravesend ferry service;
- commitment to establish and operate a Tilbury Travel Plan Steering Group.

The proposed modal share of 21% is an improvement on previous assumptions. However, supporting information does not clarify the funding or longevity of proposed bus services. It is considered that bus services should be fully funded by the applicant for the lifetime of the development. Details of bus routing can form part of the Travel Plan. Any s.106 legal agreement should include obligations relating to the Tilbury Travel Plan Steering Group, preferential car share parking, Green Travel Loans and electric vehicle charging points.

With commitment to these measures, the proposals are considered acceptable in terms of Policy PMD10.

Road Network Hierarchy – the A1089(T) and the Asda roundabout junction are Highways England assets. However, Dock Road is a principal 'Thurrock' route. Policy PMD9 allows for new accesses on such routes where sites are allocated, as is the case. A planning condition is required to preclude HGV's from using the proposed Dock Road access. The proposed Travel Plan measures have the potential to reduce impact on this junction to an acceptable level.

Parking Standards – the proposed car parking provision of approximately 1,900 spaces is significantly higher than the Council's draft standards, which would require a maximum of 1,365 spaces. Proposed mitigation will result in a reduction in car trips, potentially negating the need for the level of parking proposed. However as the potential occupier has a high employee requirement a higher maximum parking provision could be agreed.

4.20 LANDSCAPE & ECOLOGY:

No objections – subject to condition.

A revised Landscape and Visual Impact Assessment (LVIA) has been submitted which confirms that although the proposed building is taller than the consented scheme, the overall impacts will not be significantly greater. The conclusions of the LVIA are considered appropriate. Although there is little scope for additional landscaping on site, it is considered possible to carry out additional planting south of the office block to help to reinforce the boundary planting and also to help

enhance the environment for workers and visitors. Details of on-site landscape measures can be dealt with by condition.

The site has been cleared and the land raised during the past two years. It is agreed therefore that the development would not have any significant ecological effects and that the previously approved mitigation measures are sufficient.

4.21 REGENERATION:

No objections – the potential creation of new jobs is welcomed. Early conversations between the occupier, the Council and training providers are encouraged to discuss the nature of the roles to be created so that appropriate pathways/qualifications are put in place to ensure availability of suitably skilled/qualified local candidates when recruitment begins. Any planning permission should be subject to obligations / conditions requiring local recruitment, procurement and opportunities for apprenticeships.

4.22 TRAVEL PLAN CO-ORDINATOR:

No objection.

4.23 WASTE STRATEGY:

No response received.

5.0 POLICY CONTEXT

5.1 National Planning Policy Framework

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
7. Requiring good design
8. Promoting healthy communities
10. Meeting the challenge of climate change, flooding and coastal change
11. Conserving and enhancing the natural environment.

5.2 Planning Practice Guidance

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

- Air quality
- Climate change
- Design
- Determining a planning application
- Environmental Impact Assessment
- Flood Risk and Coastal Change
- Light pollution
- Natural Environment
- Noise
- Planning obligations
- Renewable and low carbon energy
- Travel plans, transport assessments and statements in decision-taking
- Use of Planning Conditions

5.3 Local Planning Policy

Thurrock Local Development Framework (2011)

The Council adopted the “Core Strategy and Policies for the Management of Development Plan Document” in December 2011. The Adopted Interim Proposals Map shows the site as “Employment Broad Location – Urban Extension” where policies CSSP2 (Sustainable Employment Growth) and CSSP4 (Green Belt) apply. Policy CSSP2 states that the Council will promote and support economic development in the Key Strategic Economic Hubs that seeks to expand upon their existing core sectors and/or provide opportunities in the growth sectors. There is sufficient previously developed land in the Key Strategic Economic Hubs to accommodate the proposed jobs numbers with the exception of the Green Belt release north of Tilbury to provide expansion land for port related development. Policy CSSP4 states that the Council will support the principle of release of Green Belt land (26Ha.) to the North of Tilbury for port-related employment use and a Strategic Lorry Park to facilitate expansion of Tilbury Port. The Council will require management arrangements to be put in place for the remainder of the Tilbury Marshes site that has important biodiversity interest and required mitigation measures to be implemented to replace lost habitat and flood storage areas. The final site boundaries will be included in the Adopted Sites Specific Allocations and

Policies DPD and identified on the Proposals Map. The following Core Strategy policies also apply to the proposals:

SPATIAL POLICIES

- CSSP3: Sustainable Infrastructure
- OSDP1: Promotion of Sustainable Growth and Regeneration in Thurrock¹

THEMATIC POLICIES

- CSTP6: Strategic Employment Provision
- CSTP14: Transport in the Thurrock Urban Area: Purfleet to Tilbury³
- CSTP16: National and Regional Transport Networks³
- CSTP17: Strategic Freight Movement and Access to Ports
- CSTP18: Green Infrastructure
- CSTP19: Biodiversity
- CSTP22: Thurrock Design
- CSTP25: Addressing Climate Change²
- CSTP26: Renewable or Low-Carbon Energy Generation²
- CSTP27: Management and Reduction of Flood Risk²

POLICIES FOR MANAGEMENT OF DEVELOPMENT

- PMD1: Minimising Pollution and Impacts on Amenity²
- PMD2: Design and Layout²
- PMD3: Tall Buildings³
- PMD7: Biodiversity, Geological Conservation and Development²
- PMD8: Parking Standards³
- PMD9: Road Network Hierarchy
- PMD10: Transport Assessments and Travel Plans²
- PMD11: Freight Movement
- PMD12: Sustainable Buildings²
- PMD13: Decentralised, Renewable and Low Carbon Energy Generation
- PMD15: Flood Risk Assessment²
- PMD16: Developer Contributions²

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

5.4 Focused Review of the LDF Core Strategy (2014)

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

that the amendments were sound subject to recommended changes. The Core Strategy and Policies for Management of Development Focused Review: Consistency with National Planning Policy Framework Focused Review was adopted by Council on the 28th February 2015.

5.5 Draft Site Specific Allocations and Policies DPD

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

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

The above report was considered at the February 2014 meeting of the Cabinet. The report highlighted issues arising from growth targets, contextual changes, impacts of recent economic change on the delivery of new housing to meet the Borough’s Housing Needs and ensuring consistency with Government Policy. The report questioned the ability of the Core Strategy Focused Review and the Core Strategy ‘Broad Locations & Strategic Sites’ to ensure that the Core Strategy is up-to-date and consistent with Government Policy and recommended the ‘parking’ of these processes in favour of a more wholesale review. Members resolved that the Council undertake a full review of Core Strategy and prepare a new Local Plan. The Council is currently undertaking consultation on the Local Plan Issues and Options (Stage 1).

6.0 **ASSESSMENT**

6.1 Procedure:

The development proposal is considered to be a development requiring Environmental Impact Assessment (EIA), therefore the application has been accompanied by an Environmental Statement (ES). The ES considers the environmental effects of the proposed development during construction and operation and includes measures to prevent, reduce or offset any significant adverse effects on the environment. The ES is accompanied by technical appendices. The contents of the ES comprise:

1. Introduction
2. Description of site and surroundings
3. Description of the proposals

4. Planning policy context
5. Alternatives
6. Landscape and visual impact
7. Ecology
8. Cultural heritage and archaeology
9. Transportation
10. Socio-economic considerations
11. Hydrogeology and ground conditions
12. Water resources
13. Noise and vibration
14. Air quality
15. Natural resources and waste
16. Inter-relationships between topics
17. Inter-relationships with other developments.

As the original outline planning application (ref. 10/50157/TTGOUT) was accompanied by an ES (which was updated for the submission of 13/00405/CV and 14/00486/CV) the ES accompanying the current application is essentially a further addendum to the original ES (accompanying 10/50157/TTGOUT).

- 6.2 The Council has a statutory duty to consider environmental matters and an EIA is an important procedure for ensuring that the likely effects of new development are fully understood and fully taken into account before development proceeds. EIA is, therefore, an integral component of the planning process for significant developments. EIA leads to improved decision making by providing the development management process with better information. EIA not only helps to determine whether development should be permitted but also facilitates the drafting of planning conditions and legal agreements in order to control development, avoid or mitigate adverse effects and enhance beneficial effects. Therefore, it is vital that the environmental issues raised by the application are assessed in a robust and transparent manner.
- 6.3 In order to fulfil the requirements of the EIA Regulations it is necessary to ensure (a) that the Council has taken into account the environmental information submitted, and (b) that any planning permission granted is consistent with the development which has been assessed. To achieve this second objective the Council has the ability to impose conditions and secure mitigation measures by Section 106 obligations.
- 6.4 If approved, the proposals would involve the construction of a significant amount of floorspace within a single building envelope. Due to the nature of the intended occupier, the proposals have the potential to deliver a significant number of new jobs over and above the employment generation which might normally be expected for a conventional warehouse operator. Nevertheless, the benefits of jobs creation will need to be balanced against the intensity use of the site and in particular the potential impacts of the proposals on the surrounding highway network. However,

it is also relevant that the principal of employment generating development has already been established on the site via the grant of outline planning permission (as amended). The differences between the approved development parameters or baseline and the potential impacts of the development now proposed are also relevant.

6.5 The issues to be considered in this case are largely as set out in the submitted ES and comprise:

- I. plan designation and principle of development
- II. landscape and visual impact
- III. ecology
- IV. cultural heritage and archaeology
- V. transportation
- VI. socio-economic considerations
- VII. hydrogeology and ground conditions
- VIII. water resources
- IX. noise and vibration
- X. air quality
- XI. natural resources and waste
- XII. impact on amenity
- XIII. design issues
- XIV. sustainability

these issues are considered below within the context of the approved development parameters.

6.6 I. PLAN DESIGNATION & PRINCIPLE OF DEVELOPMENT

The relevant development plan policies for this site are listed in the section of the report above. The adopted interim proposals map accompanying the LDF designates the application site as “Employment Broad Location – Urban Extension” where policies CSSP2 (Sustainable Employment Growth) and CSSP4 (Green Belt) apply. Policy CSSP2 states that the Council will promote and support economic development in the Key Strategic Economic Hubs that seeks to expand upon their existing core sectors and/or provide opportunities in the growth sectors. There is sufficient previously developed land in the Key Strategic Economic Hubs to accommodate the proposed jobs numbers with the exception of the Green Belt release north of Tilbury to provide expansion land for port related development. Policy CSSP4 states that The Council will support the principle of release of Green Belt land (26 Ha.) to the north of Tilbury for port-related employment use and a Strategic Lorry Park to facilitate expansion of Tilbury Port. The Council will require management arrangements to be put in place for the remainder of the Tilbury Marshes site that has important biodiversity interest and required mitigation measures to be implemented to replace lost habitat and flood storage areas. The

final site boundaries will be included in the Adopted Sites Specific Allocations and Policies DPD and identified on the Proposals Map.

- 6.7 Both consultations for the LDF Site Specific Allocations and Policies DPD, undertaken in 2012 and 2013, identified the application site as land for new industrial and commercial development. However, the Council 'parked' progression of this DPD in favour of the preparation of a new Local Plan. Planning permission has been granted for development on the site and commercial development, in the form of the Travis Perkins warehouse and lorry park has been constructed on-site. Consequently, the site does not function as part of the Green Belt despite the formal development plan allocation.
- 6.8 The principal aims of Policies CSSP2 and CSSP4 are to support employment growth in the Borough's growth hubs, including the expanded Port of Tilbury. The current proposals fulfil the intentions of these policies by creating some 3,510 full time jobs on the 'main' site. In comparison with the Class B8 floorspace permitted on the 'main' site by the outline planning permission (75,278 sq.m.), the current proposals would result in significantly more jobs, thereby more effectively fulfilling the intention of Core Strategy policies. Based on an Employment Density Guide (2015) produced by the Home and Communities Agency, the approved Class B8 development on the 'main' site could be expected to generate between approximately 790 and 1,075 full-time equivalent jobs. As noted above, the intended occupier of the proposed warehouse would employ some 3,510 full-time equivalent jobs.
- 6.9 Under this heading it is concluded that the proposals are compliant with the employment generation objectives of Core Strategy policies and are also compliant with the economic role of sustainable development, as set out in the NPPF, in helping to build a strong, competitive economy.
- 6.10 II. LANDSCAPE & VISUAL IMPACT

The site was classified as located generally within the Tilbury Marshes landscape character area, as defined by the Thurrock Landscape Capacity Study 2005. The defining characteristics of this character area were defined by the Study as:

- low lying, level landscape;
- horizontal landform;
- large scale landscape;
- network of linear ditches;
- southern skyline of dock cranes, chimneys, pylons and power lines; and
- close proximity of residential areas.

Nevertheless, the site is also adjacent to the Tilbury and Docks Urban landscape character area, located immediate to the south.

- 6.11 In considering the landscape and visual impacts of the outline planning application, it was accepted that there would be a partial loss of the open landscape of this part of the Marshes with development on the 'main' site. In addition, as the site has been designated as suitable for commercial development through the Core Strategy allocation a degree of impact on landscape character has already been accepted. The ES accompanying the outline planning application considered that development of the 'main' site would result in an adverse landscape impact in the short to medium term. Therefore, mitigation was promoted by the outline application in the form of landscaping / open space to the 'main' site boundaries. The outline application ES considered that, with the establishment of landscaping mitigation, the long-term residual impact on landscape character was neutral / slightly beneficial.
- 6.12 Following the grant of outline planning permission in 2012, an application for the approval of reserved matters proposing formation of a flood bund, earthworks and landscaping to the 'main' site (13/00433/REM) was approved by the Council in August 2013. In summary, this reserved matters approval involves the creation of a soft landscaped buffer to all boundaries of the 'main' site with areas of habitat creation and a new linear park. The approved works have now been completed on-site. When considered in the context of the extant planning permission for commercial development on-site, the impact of the current proposals on the landscape is unchanged, that is, a neutral or slightly beneficial impact in the long term.
- 6.13 With reference to potential visual impact, the original ES accompanying the outline planning application considered the impact of development upon a range of visual receptors (residential areas, public rights of way, recreational areas and road / rail users) within a modelled zone of theoretical visibility. Residential areas and individual occupiers were assigned a high sensitivity to visual impact, with the other receptors listed above assigned medium or low sensitivities. The visual impact of development proposed by the outline planning application was modelled using computer generated images based upon representative viewpoints. These viewpoints were concentrated on long-distance views across the site from elevated vantage points at Chadwell St. Mary and West Tilbury, as well as short-distance views from the adjoining built-up areas of Tilbury to the south, east and west of the site.
- 6.14 Residential receptors to the south and east in Tilbury and to the north-west at Little Thurrock were assessed as having a high sensitivity to change. The predicted effects of development proposed by the outline planning application immediately post-construction and 10 years post-construction were modelled as "adverse" for receptors in Little Thurrock. To mitigate this impact, the outline application proposed indicative landscape proposals including perimeter planting to the

western boundary of the ‘main’ site. As noted above, perimeter landscaping has now been planting around the ‘main’ site which will have the effect of filtering views towards the lorry parking and commercial units once established.

- 6.15 The ES accompanying the outline planning application also assessed the potential visual impact on residential receptors located at Gaylor Road, Leicester Road, Dunlop Road and Russell Road to the south of the ‘main’ site. The ES assessed the visual impact upon these receptors to be adverse immediately post-construction, though there was predicted to be a beneficial impact 10 years post-construction. This assessment was based upon a series of parameter plans submitted with the outline application, including drawings ‘fixing’ the arrangement of land uses and maximum building heights. The height parameters established by the outline planning permission, the amendments to those parameters approved by subsequent s.73 application (14/00487/CV) and the height parameters currently proposed are set out in the table below:

Application ref.	Minimum building height ('Main' site)	Maximum building height ('Main' site)
10/50157/TTGOUT	12.8m (13.9m AOD)	15.22m (16.32m AOD)
14/00487/CV	15m (16.1m AOD)	18m (19.1m AOD)
Current proposal		21.85m AOD (2 no. circulation cores located on the northern elevation @ 23.3m AOD)

- 6.16 The current approved maximum building height on the ‘main’ site is 19.1m AOD and the proposals would increase this maximum height by 2.75m to 21.85m AOD. For the purposes of assessment, the 2 no. small circulation cores located on the northern elevation of the proposed building with a maximum height of 23.3m AOD can be discounted.
- 6.17 The updated LVIA submitted with the current application assesses the visual impact of this increased height as seen from a number of viewpoints. These viewpoints are consistent with those assessed in 2010 as part of the outline planning application proposals and again in 2014 as part of the s.73 application. As seen from elevated, long distance vantage points to the north and north-east of the site the proposed increase in maximum building height would only result in a slight change in the significance of impact. Views towards the site from public footpaths on the river terrace to the north are approximately 1.2km away and given this distance it is considered that the proposed increase in maximum building height would be almost imperceptible.
- 6.18 The closest visual residential receptors to the site are located to the south at Gaylor Road and Leicester Road. As noted above, a landscaped buffer has already been created to all boundaries of the ‘main site, including a linear park / ecological mitigation area, approximately 38m in width along the site’s southern boundary. As

currently proposed, the decked car park building would be positioned approximately 53-54m from the site’s southern boundary, 66-67m from the front walls of houses in Gaylor Road and 68-69m from the rear walls of houses in Leicester Road. The decked car park would also be a minimum of some 54-55m from the private rear garden areas of houses in Leicester Road. Compared to the development parameters established by the outline planning permission (14/00487/CV), the proposed decked car park would be, at a height of 10.6m AOD, lower than the approved development parameter and located further away from residential properties. For the purposes of comparison, on the south-eastern part of the ‘main’ site where the decked car park would be located, the extant development parameters permit a building height of 16.1m AOD located 39-40m from the site boundary.

6.19 With reference to the proposed offices located abutting the south-western corner of the warehouse building, the offices would be located 94m from the site boundary, 107m from the flank wall of no. 17 Gaylor Road and 119m from the rear wall of nos 38-44 Russell Road. As above, the approved development parameters (14/00487/CV) permit taller buildings in closer proximity to the site’s southern boundary and residential receptors beyond. In relation to these adjoining residential receptors the approved parameters permit a building height of 16.1m AOD located some 39m from the site boundary.

6.20 Finally, the main warehouse building would be located some 130m from the site boundary and approximately 140m from the front walls of houses in Gaylor Road. That part of the warehouse closest to these residential receptors would be 21.85m AOD in height. The current approval permits a building up to 19.1m AOD in height at a distance of some 92m from the southern boundary. Therefore, the proposed main warehouse building is taller than the permitted parameter, but is a greater distance from the boundary and associated residential receptors.

6.21 In respect of the proposed decked car park, the offices and the main warehouse building a comparison between extant approved development parameters and the current proposals is presented in the table below:

<u>Proposed decked car park</u>			
	Height	Distance to southern boundary	Distance to nearest neighbour (house / flat building)
14/00487/CV	16.1m AOD	39-40m	52-53m
Current proposal	10.6m AOD	53-54m	66-67m
<u>Proposed two-storey offices</u>			
	Height	Distance to southern boundary	Distance to nearest neighbour (house / flat building)
14/00487/CV	16.1m AOD	39-40m	52-53m
Current proposal	13.6m AOD	94m	107m

Proposed main warehouse building			
	Height	Distance to southern boundary	Distance to nearest neighbour (house / flat building)
14/00487/CV	19.1m AOD	92m	105m
Current proposal	21.85m AOD	130m	140m

6.22 In assessing the predicted effects on visual receptors, the updated LVIA concludes that whilst the main warehouse building is taller than the approved development parameters, this impact is offset by greater stand-offs from the site boundaries, and thereby residential receptors. This conclusion of the LVIA is considered by the Council’s landscape and visual advisor to be appropriate. The submitted LVIA also considers that any visual impact of taller structures are partly offset by a reduced building footprint. On this point Members of the Committee should be aware that the consented floorspace of Class B8 use development on the ‘main’ site is 75,278sq.m. whereas the proposed total of all floorspace is 204,820sq.m. With regard to footprint, assuming that the already consented Class B8 floorspace was developed in a single building with 10% office accommodation, a built footprint of some 71,500 sq.m. might be expected. If the footprint of the proposed decked car park is added to the proposed building, the current proposals involve a built footprint of approximately 70,000 sq.m., only slightly smaller than the extant consent. As a consequence the applicant’s proposition that increased building height is partly offset by reduced footprint is marginal. Nevertheless, the increased stand-off to site boundaries is considered to be material.

6.23 In order to reduce the impact of the proposals on visual receptors, the proposals rely on the mitigation measures, in the form of the landscape buffer, which have been implemented via 13/00433/CV. As the planting in this buffer matures it will provide some screening of the lower parts of the buildings and associated parking and service areas. However, it emphasised that due to the height and mass of the main buildings (warehouse / offices / decked car park) it is not possible for the planting to completely screen the development. Indeed, given the marshland character of the landscape, it is not desirable to plant a continuous band of trees or shrubs to “shield” the site from views. The proposed warehouse / office building would be a significant built structure and, if approved and built, would be one of the largest structure in the Borough with regard to footprint and floorspace. In order to articulate and “break up” the large expanse of walls the proposed elevations include bands of windows to each floor, the use of vertical contrast cladding to provide vertical emphasis into an essentially horizontal building and, most crucially, the random arrangement of shades of grey cladding for the main warehouse walls. This random arrangement of a palette of different coloured cladding has been successfully used on a much smaller scale at the RSPB visitor centre building at Purfleet. A similar random arrangement of cladding is proposed for the decked car park. This approach to enlivening the elevations of a large structure is considered appropriate.

6.24 In conclusion under this heading, the additional landscape and visual impact of the current proposals, assessed against the baseline of the existing consented development parameters is considered to be of only slight significance. Although the proposed structure is taller than the parameters established by the outline planning permission, it would be located further away from the closest residential receptors located to the south. Consequently there are no objections to the proposals on the grounds of landscape or visual impact.

6.25 III. ECOLOGY

The ES accompanying the 2010 outline planning application (10/50157/TTGOUT) included a detailed ecological survey of the site and adjacent areas. The survey confirmed the presence of protected species, namely water voles within the Chadwell Sewer (immediately to the best of the 'main' site) and common lizard, slow worm and minor badger setts on the 'main' site. Important, though not protected, invertebrate species were also encountered on some of the former habitats on-site. The outline planning permission was granted subject to ecological mitigation and compensation requirements. These included the translocation of reptiles (lizards and slow worms) from the site, localised mitigation works for badgers, water voles and invertebrates and the creation of off-site habitat for invertebrates. These various mitigation and compensation works have been completed and the 'main' site has been cleared and subject to land-raising. Consequently, the current habitat of the 'main' site comprises bare ground with some spoil heaps which are of little or no ecological value. However, the ditches and associated vegetation at the boundaries of the site are assessed as of value for water voles and some invertebrates.

6.26 The proposals would have no significant direct impact upon the landscape buffer which has been formed around the perimeter of the 'main' site, although a section of this buffer would be removed in order to accommodate the car park / bus access route. The ES identifies the possibility of nesting birds using residual on-site habitats following clearance and land-raising. However, the most significant potential ecological impact of the proposals is associated with the proposed crossing of the Chadwell Sewer watercourse and ditch required to form the car park / bus access. These access works would require the construction of culverts which could potentially impact on water voles, invertebrates, breeding birds or potentially reptiles which may have colonised the ditch habitat.

6.27 The ES identifies potential mitigation measures to avoid impact, including the clearance of vegetation outside of the bird nesting season and the survey / monitoring of any water vole burrows prior to the commencement of construction.

6.28 The Council's ecological advisor notes that the 'main' site has been cleared of ecological interest and that the proposals would not have any significant ecological effects. The previously approved mitigation measures are therefore sufficient.

6.29 IV. CULTURAL HERITAGE & ARCHAEOLOGY

The outline planning permission (10/50157/TTGOUT) was subject to a condition requiring a programme of archaeological investigation for the site, to be undertaken in accordance with an agreed written scheme. The written scheme of investigation was subsequently submitted to the Council and approved via application ref. 12/01002/CONDC. A programme of intrusive archaeological investigations on the site followed, principally recording the succession of peat levels below the site, these levels reflecting the environment of the River Thames estuary over time and in particular the changes in sea levels. Prehistoric human activity in the form of woodland clearance was also recorded.

6.30 As archaeological investigation of the site has been completed this issue need not be considered further. The consultation response received from Essex County Council (Archaeology) does not recommend any further archaeological planning conditions.

6.31 V. TRANSPORTATION

The application is accompanied by a Transport Assessment (TA), and draft Travel Plan (TP) and transportation forms a chapter heading within the submitted ES. By way of background context, the outline planning consent has an associated impact on the highway network which has been accepted, subject to mitigation. Nevertheless, the current proposals involve the creation of significant additional floorspace compared to the outline planning permission and would employ considerably more staff compared to the 'baseline' of the outline planning permission.

6.32 Although the development would generate large numbers of HGV movements, given the 24 hour operation of the proposed fulfilment centre HGV movements are likely to be distributed across a 24-hour period. HGV access into the site would only be taken from the Asda roundabout, which has been recently reconfigured to create the access road arm. The site layout includes 15 no. HGV waiting spaces located at the HGV entry gatehouse, 94 no. HGV parking spaces located on the northern side of the service yard and an additional HGV parking area for a further 73 vehicles. These facilities, in addition to the 'casual user' haulier park located next to the Travis Perkins plot combine to create sufficient parking, waiting and welfare facilities for HGVs. These measures should ensure that HGV movements do not affect peak hour flows on the road network. At the time of the outline planning permission Highways England requested planning conditions to require a freight quality management plan and an operational performance plan. Similar requirements would need to apply to the current proposals.

6.33 A key difference between the outline planning permission and the current proposals is the significant increase in the number of staff employed by the potential operator of the fulfilment centre. Based upon the HCA Employment Density Guide (2015)

the existing approved Class B8 development on the ‘main’ site (up to 75,278 sq.m.) could potentially generate between 790 and 1,075 new FTE jobs. However, the intended operator of the fulfilment centre proposes approximately 3,510 FTE jobs over a 24-hour period on a two shift pattern. Compared to the outline planning permission the proposals have the potential to generate far higher employee vehicle movements, especially at shift changeover periods.

6.34 The TA therefore undertakes an assessment of trip generation for fulfilment centre staff based on the proposed staggered morning and evening shifts set out below:

	Morning Shift		Evening Shift	
	Stagger 1 07.30- 18.00hrs	Stagger 2 08.00- 18.30hrs	Stagger 1 18.45- 05.15hrs	Stagger 2 19.15- 05.45hrs
Employees	570	1,100	570	1,100

6.35 The TA acknowledges that the staff shift changeover will result in an “intense” period of traffic generation where 1,670 staff will exit the site with a further 1,670 staff entering the site during a 75 minute period. On the basis of Thurrock Census data from 2011 it could be expected that car-borne journeys would comprise 83% of all journeys to work. The applicant’s analysis suggests that the proposals would generate 2,758 two-way (car and HGV) movements during both the morning and evening shift changeover periods. Compared to the permitted traffic flows associated with the outline planning permission this figure represents an increase of 2,328 two-way movements in the morning changeover and 2,338 two-way movements in the evening changeover. Outside of the shift changeover periods the development would generate significantly less traffic.

6.36 The TA further assesses these predicted traffic flows on the operation of the Asda roundabout junction and the proposed Dock Road access. The TA predicts that no significant delay would result on Dock Road as a result of the introduction of the new roundabout junction. With regard to the Asda roundabout junction, modelling in the TA suggests that the junction is currently operating within capacity for the proposed morning and evening shift changeover periods. For a design year of 2017 without the proposed development, the Asda roundabout is also modelled to operate within or at capacity during the changeover periods. However, modelling for a 2017 design year with the proposed development and with originally proposed TP measures resulted in high ratio of flow to capacity (RFC) figures and resultant queuing on arms of the Asda roundabout during changeovers. This modelling work assumed a 10% reduction in the number of car-borne journeys to be secured through TP measures.

6.37 In response to this modelled impact on the Asda roundabout junction the applicant was requested to adopt more aspirational targets for model shift (in favour of

sustainable transport means) in order to further reduce vehicle flows and therefore potential impact on junctions

6.38 Travel Plan (TP) measures:

Due to the numbers of staff employed by the potential occupier of the building and the period of intense activity associated with the morning and evening staff changeover periods, the implementation, management and monitoring of robust TP measures are particularly important in reducing single-occupancy car journeys and thereby mitigating impact on the surrounding highway network. Robust TP measures are also relevant given the large number of staff car parking spaces proposed.

6.39 Since the submission of the original TP, updated TP targets have been promoted by the applicant, aspiring to a mode shift of 21%. In setting higher targets for use of sustainable transport modes, it should be noted that the site is close to two bus services operating Mondays Saturdays and one service operating on a Sunday. The site is also a short walking distance from Tilbury Town railways station, which is connected to the Gravesend ferry by a bus service. The following measures are promoted in the TP (as amended):

- new dedicated bus services to the site (four services operating along two routes), each route operated twice to serve the staggers for each shift;
- interest-free season ticket loans for rail users;
- allocation of preferential car parking spaces to car sharers; and
- establishment of a Tilbury Travel Plan Steering Group.

6.40 In addition to these TP measures, the applicant has offered a number of financial contributions (to be secured through s.106 legal agreement) which would promote the accessibility of the site to sustainable transport modes as below:

- financial contribution of £50,000 per annum for a period of 7 years (total £350,000) towards the running of the Tilbury-Gravesend ferry;
- financial contribution of £75,000 towards the provision of improved cycle links to the site;
- financial contribution of £50,000 towards the provision of improved pedestrian / cycle crossing facilities across Thurrock Park Way; and
- to provide a new pedestrian / cycle way linking Dock Road to the Asda site via the 'Island' site and under St. Andrew's Road (A1089(T)), including a temporary route pending the construction of development on the 'Island' site.

6.41 Officers consider that these potential s.106 obligations satisfy the relevant policy requirements of being necessary to make the development acceptable in planning

terms, being directly related to the development and fairly and being reasonably related in scale and kind to the development. Although not directly relevant to the current proposals, Members are reminded that obligations within the s.106 legal agreement for the outline planning permission have already secured a financial contribution of £300,000 to be spent towards the improvement of pedestrian and cycle facilities between the London Distribution Park site and the railway station and the enhancement of the station itself, including bus waiting facilities.

6.42 In conclusion under this heading, the proposed morning and evening staff shift changeover periods have the potential to generate a significant number of vehicle movements which could impact upon the operation of the Asda roundabout road. Mitigation measures are therefore required. The applicant has presented more aspirational modal shift targets within updated TP measures and has offered a package of financial contributions towards physical measures to enhance the accessibility of the site to sustainable transport modes. Subject to this range of measures, to be secured in a s.106 legal agreement no objections are raised on the grounds of impact on the highways network.

6.43 VI. SOCIO-ECONOMIC CONSIDERATIONS

The ES includes an analysis of the socio-economic impacts of the development and is complemented by an accompanying Economic Impact Assessment. The applicant’s assessments provide a useful baseline of the current socio-economic situation in Thurrock and within a wider study area of surrounding Boroughs (Barking & Dagenham, Havering, Brentwood, Basildon and Castle Point). Official labour market statistics are also available for Ward-level based on 2011 census profiles. A selection of socio-economic indicators comparing Thurrock to the East of England region and the national picture are set out in the tables below:

<u>Socio-Economic Indicator</u>	<u>Thurrock</u>	<u>East of England</u>	<u>Great Britain</u>
% population aged 16-64 (2014)	64.2%	62.0%	63.5%
Economically active (2014/15)	77.7%	80.2%	77.7%
Economically inactive (2014/15)	22.3%	19.8%	22.3%
Jobseeker’s Allowance claimants (Jan. 2016)	1.5%	1.1%	1.5%

<u>Employment by occupation (2014/15)</u>			
	<u>Thurrock</u>	<u>East of England</u>	<u>Great Britain</u>
Managers, directors & senior officials	9.9%	10.6%	10.3%
Professional occupations	13.7%	19.4%	19.7%
Associate professional & technical	11.3%	14.8%	14.1%
Administrative & secretarial	13.1%	10.9%	10.7%
Skilled trades	10.2%	11.2%	10.6%

Caring, leisure & service	9.5%	8.9%	9.3%
Sales & customer service	9.4%	7.2%	7.7%
Process plant & machine operatives	7.7%	6.3%	6.3%
Elementary occupations	15.0%	10.4%	10.8%

Employee jobs (2014)			
	Thurrock	East of England	Great Britain
Agriculture & mining	0.1%	0.3%	0.4%
Energy & water	1.3%	0.9%	1.1%
Manufacturing	5.0%	8.5%	8.5%
Construction	5.2%	5.4%	4.5%
Services	88.4%	84.8%	85.6%
Wholesale & retail	29.2%	17.7%	15.9%
Transport & storage	13.2%	4.4%	4.5%
Accommodation & food services	7.2%	6.9%	7.1%
Information & communication	1.5%	4.1%	4.1%
Financial & business services	14.6%	22.8%	22.2%
Public administration, education & health	20.0%	24.8%	27.4%
Other services	2.8%	4.1%	4.4%

Qualifications (2014)			
	Thurrock	East of England	Great Britain
NVQ4 and above	26.0%	33.1%	36.0%
NVQ3 and above	44.2%	54.1%	56.7%
NVQ2 and above	62.3%	72.1%	73.3%
NVQ1 and above	79.2%	86.0%	85.0%
Other qualifications	8.6%	5.9%	6.2%
No qualifications	12.2%	8.1%	8.8%

6.44 The following headlines can be drawn from this socio-economic data:

- Thurrock’s economically active population is lower than the region figure, but is consistent with the national average;
- those members of the working age population seeking Jobseeker’s allowance is proportionally higher in Thurrock than the region, but similar to the national figure;
- the proportion of Thurrock employees engaged in managerial, professional and associate professional occupations is materially lower than the regional and national average;
- the proportion of Thurrock employees engaged in elementary occupations is materially higher than the regional and national average;

- the proportion of employees jobs in Thurrock engaged in the wholesale, retail, transport and storage sectors is materially larger than the regional and national proportion; and
- Thurrock has a lower proportion of residents with higher qualifications (HND, degree or equivalent) and a higher proportion of residents with no qualifications compared to the regional and national average.

6.45 A number of socio-economic indicators are also available at ward level and data for the two closest wards to the application site (Tilbury Riverside & Thurrock Park and Tilbury St. Chad's) compared to the picture for Thurrock as a whole is presented in the table below:

Population aged 16-64	<u>Tilbury Riverside & Thurrock Park</u>	<u>Tilbury St. Chad's</u>	<u>Thurrock</u>
Economically active (2011)	75.5%	73.3%	80.1%
Economically inactive (2011)	24.5%	26.7	19.9%

Jobseeker's Allowance claimants (Jan. 2016)	3.0%	2.7%	1.5%
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Employment by occupation (2011)			
	<u>Tilbury Riverside & Thurrock Park</u>	<u>Tilbury St. Chad's</u>	<u>Thurrock</u>
Managers, directors & senior officials	7.2%	7.6%	9.4%
Professional occupations	7.8%	7.8%%	11.3%
Associate professional & technical	6.6%	7.3%	10.9%
Administrative & secretarial	13.3%	12.3%	14.8%
Skilled trades	11.8%	11.1%	12.5%
Personal services	10.2%	9.4%	8.3%
Sales & customer service	11.8%	11.8%	10.0%
Process plant & machine operatives	13.5%	13.9%	10.3%
Elementary occupations	17.7%	18.9%	12.6%

Qualifications (2011)			
	<u>Tilbury Riverside & Thurrock Park</u>	<u>Tilbury St. Chad's</u>	<u>Thurrock</u>
NVQ4 and above	14.6%	13.3%	19.3%
NVQ3 and above	9.4%	10.3%	12.5%
NVQ2 and above	17.5%	18.3%	20.0%
NVQ1 and above	22.6%	19.6%	20.6%

Other qualifications	9.9%	8.8%	9.3%
No qualifications	26.0%	29.6%	18.3%

6.46 Socio-economic data from the two wards closest to the application site confirms:

- the proportion of the working age population claiming Jobseeker’s Allowance is higher than the Thurrock average;
- the proportion of employees engaged in professional occupations is below the Thurrock average;
- the proportion of employees engaged in elementary occupations is above the Thurrock average; and
- the proportion of the working age population with no qualifications is above the Thurrock average.

6.47 The ES predicts that, if approved, the construction phase of the development would directly support 193 jobs over the period of construction (2016-17). In addition to the temporary jobs created during construction, the ES suggests that other benefits to the economy would comprise local sourcing of materials, use of local support facilities and increased local spending. The applicant considers that a further 28 indirect full-time equivalent jobs could be supported over the temporary construction phase.

6.48 During operation of the development (if approved) the proposed occupier of the building would potentially employ a significant number of workers on a full-time basis. During the normal operation of the proposed fulfilment centre some 3,510 workers, principally engaged in elementary occupations, would be employed. The ES also suggests during the busiest period of the year (in the run-up to Christmas) approximately 800 further employees, engaged in elementary occupations, would be employed by the intended occupier. The ES predicts that during normal operation of the fulfilment centre a further £58 million would be added to the economy from direct employment at the site. It could be expected that further new jobs would be indirectly created and supported through the operation of the proposed fulfilment centre.

6.49 The operation of the proposed fulfilment centre would therefore potentially create a significant number of new jobs to the benefit of the local and wider economy. The elementary occupations sought by the intended occupier of the building would be likely to suit jobseekers within the Tilbury area surrounding the site, the surrounding Thurrock area and wider study area assessed by the ES. The positive contribution which the proposals could make towards the economy and job creation are therefore supported.

6.50 In order to capitalise on the socio-economic benefits which the development could bring, the ES suggests the potential use of local labour, local procurement of services etc. It is recommended that an obligation within a s.106 legal agreement

is necessary to require the promotion of apprenticeships, local employment and procurement during the construction and operational phases of the development. Such an obligation is considered to pass the relevant NPPF tests of being necessary, related to the development, fair and related in scale and kind to the proposals.

6.51 VII. HYDROGEOLOGY & GROUND CONDITIONS

Historically the application site formed part of the Little Thurrock / Tilbury Marshes and a succession of historic Ordnance Survey maps show the site as undeveloped, open land until the late 1930's. From this date until 1961 historic mapping shows that four small buildings were located on the southern part of the site, on the alignment of what is now Melbourne Road. By 1961 these structures have been removed and an oval-shaped running track was evident on the northern part of the 'main site', linked to Dunlop Road by a path. Mapping from 1974 showed the location of the former karting stadium on the southern part of the 'main' site with the running track no longer present. By this date, the A1089 (T) dock access road had been completed, isolating the 'island' site from the 'main' site. In terms of the former use of the 'main' site, aside from the former karting operation, the land was principally used for horse grazing. However, the site suffered from fly-tipping.

6.52 As a result of these factors, the ES accompanying the outline planning application considered the potential impact of contaminants on construction workers, future employees on the site, surrounding residents, groundwater, surface water and vegetation. The ES concluded that there was limited and localised potential for soil and groundwater contamination, but that, given the geological and hydrogeological conditions on-site, the contamination risks to groundwater and surface water were assessed as low. The outline planning permission was subject to a standard planning condition requiring a remediation strategy in the eventuality of unforeseen contamination being encountered on-site.

6.53 The current planning application does not affect the conclusions of the original ES and the planning condition to address any unforeseen contamination can be re-applied if planning permission is granted. In these circumstances the issue of impact on hydrogeology and ground conditions need not be considered further.

6.54 VIII. WATER RESOURCES

By way of background, at the time of submission of the outline planning application in 2010 the 'main' site formed part of the Tilbury flood storage area (FSA), designated as part of the functional flood plain (Flood Zone 3b). The FSA being designed and maintained to provide floodwater storage capacity. Although the Environment Agency initially objected to the outline planning application, following negotiations the Agency agreed to the principle of partially re-aligning the flood embankment, which defines the FSA, in order to remove the site from the FSA. The resultant reduction in the capacity of the FSA was considered acceptable as

the residual capacity of the FSA was sufficient for a 1 in 1,000 year flood event. The site was therefore re-designated from functional flood plain to the high risk flood zone (Zone 3b to 3a).

- 6.55 The removal of the Agency's initial objection to the outline planning application was subject to the construction of a new flood embankment to a height of 1.1m AOD along the northern and eastern boundaries of the 'main' site. The works to create this embankment were the subject of an agreement (made under the Anglian Water Act 1977) between the landowner and the Agency. This agreement was completed, allowing the Agency to remove their objection to the outline planning application on the grounds of flood risk.
- 6.56 The grant of outline planning permission (10/50157/TTGOUT) in March 2012 and subsequent approval under s.73 were subject to planning conditions requiring the provision of the re-aligned flood embankment and that development be carried in accordance with mitigation measures within the flood risk assessment. A subsequent application for the approval of reserved matters (13/00433/REM) and an application for the approval of details required by planning condition (13/00435/CONDC) were both approved and provided details of the embankment. The approved works to realignment the flood embankment have been completed. Consequently, the Environment Agency has confirmed no objection to the current application, subject to a condition requiring that development accords with mitigation measures within the flood risk assessment.
- 6.57 With reference to the proposed surface water drainage strategy, the proposals use a SUDS strategy to restrict flow rates off the site to greenfield run-off rates up to a 1 in 100 year rainfall event. The strategy promotes the use of attenuation ponds and ditches to the boundaries of the main site, before water is discharged to the Chadwell Main Sewer. However, given the size of the site, additional attenuation in the form of below ground storage may be required. The Council's Flood Risk Manager has no objection to the current application, subject to a planning condition requiring the submission, approval and implementation of details of the surface water drainage scheme.
- 6.58 In conclusion under this heading, the principal flood risk issues of realigning the flood defence, providing mitigation for flood risk and a drainage strategy were considered and agreed at the outline planning stage. The current proposals are consistent with the established strategy and, subject to conditions, no objections are raised.
- 6.59 IX. NOISE & VIBRATION

The ES accompanying the outline planning application included an assessment of the potential impacts of noise and vibration and the ES addendum submitted with the current application updates the original work and considers the following matters:

- construction noise and vibration;
- road traffic noise;
- operational noise (i.e. HGV loading / unloading);
- noise from the decked car park; and
- noise from mechanical services.

6.60 The ES includes baseline noise surveys undertaken in 2013 and updated for a number of receptors in 2015. The surveys record noise levels at sensitive residential receptor locations to the south of the ‘main’ site (Gaylor Road / Leicester Road) and to the north-west of the ‘main’ site (Salix Road / Speedwell Court).

6.61 The ES considers that construction activities (earthworks, piling etc. over a period of 81 weeks) have the potential to cause temporary disturbance to receptors located south of the site. Two scenarios are modelled by the ES: firstly where construction activities are at their closest point to the southern boundary; and secondly where construction activities are located at the centre of the ‘main’ site. The predicted significance of construction noise impacts are considered in the table below:

Receptor	Position	16B Melbourne Road	30-36 Russell Road	3 Gaylor Road	11 Leicester Road	43 Leicester Road	‘Three Acres’
Earthworks	Closest	Minor	Moderate	Moderate	Moderate	Moderate	Moderate
	Centre	Negligible	Minor	Minor	Negligible	Negligible	Negligible
Concreting	Closest	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
	Centre	Negligible	Minor	Minor	Minor	Minor	Negligible
Piling	Closest	Moderate	Moderate	Major	Major	Moderate	Major
	Centre	Moderate	Moderate	Moderate	Moderate	Minor	Moderate
Main Build	Closest	Moderate	Moderate	Moderate	Moderate	Moderate	Major
	Centre	Moderate	Moderate	Moderate	Moderate	Minor	Minor

6.62 Construction noise predictions suggest that there will be moderate adverse impacts at most receptors during the main build when works are in closest proximity to the southern site boundary. During the piling phase, major adverse impacts are predicted for receptors located at no. 3 Gaylor Road, 11 Leicester Road and ‘Three Acres’ when the plant is operating close to the receptor and moderate adverse impacts at all other receptors. These predictions are based on the piling equipment with the highest source noise levels. The predicted construction noise impacts will therefore require mitigation. When site construction activity is concentrated in the centre of the site the impacts are generally moderate during the piling and main build phases and minor or negligible during earthworks and concreting. The construction phase is predicted to last for 81 weeks, within which earthworks will occur for 10 weeks, piling for 14 weeks, concreting for 60 weeks and the main build for 71 weeks.

- 6.63 During operation of the proposed development the ES considers the potential impact of vehicular noise from cars and HGV's and noise from plant associated with the building(s) (ventilation equipment etc.).
- 6.64 Road Traffic Noise – the ES models road traffic noise using a 2015 baseline compared to a baseline in 2017 both with and without the proposed development. As with potential construction noise, the ES models sensitive residential receptors located to the south and north-west of the site. For the majority of receptors modelling predicts that daytime road traffic noise experienced by residents will decrease in the 'with development' scenario. This decrease would be caused by the screening effect of the proposed buildings. During night-time hours, the ES predicts a small increase in road traffic noise levels experienced at a limited number of residential receptors (adjoining the A1089(T)), however the increase would be negligible.
- 6.65 The proposed layout of the development includes a new access road for buses and employees cars located parallel and close to the southern boundary of the site. Therefore, the ES considers the noise impact of vehicles using this new road on residential receptors south of the site (Melbourne Road / Russell Road / Gaylor Road / Dunlop Road). The impact is modelled for the peak shift changeover times of 0500-0600 hours and 1800-1900 hours. For the majority of receptors the impact is predicted to range between 'minor adverse' to 'major adverse'. Accordingly measures are required to mitigate these potential adverse impacts.
- 6.66 Operational Noise – operations within the site, principally associated with the movement, loading and unloading of HGV's are assessed in the ES. Noise levels associated with the operation of the proposed fulfilment centre are modelled for day-time and night-time hours. During daytime hours (07.00-23.00 hours) the unmitigated impacts of operational noise are predicted as negligible for residential receptors to the north-west and some residential receptors located to the south. However, unmitigated operational noise impacts are assessed as minor or moderate adverse for receptors south-east of the site. During night-time hours, unmitigated operational noise impacts are modelled to be moderate or major negative for the majority of residential receptors.
- 6.67 Decked Car Park – the application proposes a multi-storey (decked) car park for staff to be located some 53-54m from the site's southern boundary and 66-67m from the nearest adjoining houses / flats. The ES therefore models the potential noise impacts from the use of this car park, assessing noise levels on the southern and eastern facades of the car park for the 05.00-06.00 hours peak and the 18.00-19.00 hours peak. For both peaks, the noise impacts on the eastern façade of the car park are assessed as 'minor'. However, on the southern façade, unmitigated noise impact at the 18.00-19.00 peak is modelled as 'major' and 'moderate' in the 05.00-06.00 peak. Consequently, mitigation of noise associated with the operation of the decked car park is required.

- 6.68 Building Services Noise – at this stage the type and location of plant on the building is not known and it is not possible to assess the potential impact of noise from this source. Nevertheless, generic mitigation measures are available, such as the use of silencers, barriers and enclosures.
- 6.69 Mitigation Measures – in order to mitigate the impacts of noise during the construction phase of development a planning condition is suggested to secure the submission, approval and implementation of a Construction Environment Management Plan (CEMP) to specifically include noise mitigation measures.
- 6.70 The proposed measures to mitigate the impact of noise during operation of the development comprise the installation of acoustic fencing (between 2.0 and 2.7m high) along site boundaries and the use of acoustic panel cladding on the decked car park. With mitigation, the predicted impact of road traffic noise on receptors is, at worst, negligible and beneficial for most receptors. With reference to operational noise during daytime hours, the proposed mitigation measures would reduce impact to ‘negligible’ for all receptors apart from one receptor where impact would be ‘minor adverse’. During night-time hours the residual impact on receptors, with mitigation, is assessed as either ‘minor adverse’ or ‘moderate adverse’. Nevertheless, the ES notes that predicted post-mitigation operational noise impacts are based on a worst-case scenario and it is anticipated that actual impacts would be lower. The residual noise impact from activity associated with the decked car park is also assessed as either ‘minor adverse’ or ‘moderate adverse’. However, as above, this is based on a worst-case scenario and it is anticipated that actual impacts would be lower.
- 6.71 Comments received from the Council’s Environmental Health Officer (EHO) confirm that a condition could be used, if planning permission is granted, to control construction noise through a CEMP. With reference to operational noise, the EHO notes that with the proposed mitigation measures the operational noise impacts are minimised as far as is reasonable. The provision of noise barriers can be secured by the use of planning condition. Similarly, planning conditions can be used to require use of acoustic cladding on the decked car park and mitigation for mechanical services on the building.
- 6.72 In light of the above, and subject to planning conditions, there are no objections to the proposals under this heading.

6.73 X. AIR QUALITY

The ES considers potential impacts on air quality during both the construction and operation of the proposed development. During construction, sensitive receptors are identified as located close to be boundaries of the application site, whereas during operation receptors are identified in a wider geographical area associated with Air Quality Management Areas (AQMAs), in particular adjacent to the A13 /

A1306 (Warren Terrace) designated for nitrogen oxide (NO₂) and particulate matter (PM10).

- 6.74 During construction of the development (if approved) activities have the potential to generate dust over an approximate 19 month long (81 week) construction period. As there are no structures currently on-site, the impacts on air quality arising from demolition have been discounted from consideration by the ES. Earthworks on the main site, associated with the formation of the re-aligned flood defence and land-raising, have already been undertaken. Further earthworks would be required as part of the construction phase, though for a relatively short period of some 10 weeks. During the 'main' construction activities impacts on air quality could arise from storage and handling of materials. Finally, the impacts of construction traffic on air quality are considered by the ES. The potential magnitude of these construction activities on air quality are assessed as either "medium" (earthworks and construction) or "small" (construction traffic).
- 6.75 The closest sensitive (residential) receptors to the site are located to the south at Gaylor Road, Russell Road, Dunlop Road and Leicester Road. As the prevailing direction of wind is from the south-west (with a secondary wind direction from the east), the ES predicts that residential receptors will have a low sensitivity to dust generated during construction. However, mitigation measures to be incorporated into a CEMP are promoted by the ES.
- 6.76 The Council's EHO considers that methods for the control of dust during construction should be agreed prior to work commencing, via a CEMP. This matter can be secured through the use of a planning condition.
- 6.77 With regard to operational impacts of the proposed development on air quality, the ES considers the effect on vehicle emissions on a total of 8 receptor locations (located close to the south and north-western site boundaries and within the A13 / A1306 (Warren Terrace) AQMA). The ES models a "negligible" impact on these receptors for the "with development" scenario in respect of PM10. However, the applicant's air quality assessment as originally submitted, modelled either a "slight adverse" or "substantial adverse" impact in respect of NO₂ for 3 receptor locations at the Warren Terrace AQMA.
- 6.78 In response to the applicant's initial modelling, the Council's EHO expressed concerns regarding the methodology of the air quality modelling and the results which showed a significant increase in annual mean NO₂ concentrations for the 3 receptors. The Council's EHO advised that the modelling was re-run with amendments to the model inputs, as it was possible that the impacts were overemphasised.
- 6.79 The applicant subsequently submitted a revised air quality impact assessment for the relevant AQMA, which concludes a "negligible" impact on receptors. Updated consultation comments from the Council's EHO confirm that the air quality

modelling results are now in line with expectations producing negligible results for all receptors. The ES promotes a low emissions strategy as mitigation for operational impacts on air quality and the Council's EHO recommends that a planning condition is used to secure such a strategy.

6.80 XI. NATURAL RESOURCES & WASTE

The ES accompanying the outline planning permission noted that the original proposals involved the formation of development platforms on the site. The creation of these platforms required both the excavation and importation of material to the site to create the required ground levels. As these agreed works have been completed, there will be no further export of material from the site.

6.81 XII. AMENITY ISSUES

Issues of noise, air quality and landscape and visual impact are considered as specific chapters within this report. However, it is also necessary to consider whether the proposals raise amenity implications for those residential occupiers living close to the site. In this respect Core Strategy policy PMD1 (as amended) includes a list of amenity 'topics' which may be relevant to the consideration of a planning application including, inter-alia:

- light pollution;
- invasion of privacy; and
- loss of light.

6.82 With regard to the assessment of potential light pollution from the development, the application is accompanied by an External Lighting Assessment Report. This report is based upon an indicative external lighting scheme for the site using LED luminaires either fixed to columns (5m, 10m or 12m high) or directly to the proposed building(s). The lighting scheme has been designed to accord with BS 5489-1:2013 (Code for practice for the design of road lighting) with specific luminance levels achieved for the internal site roads, parking areas and loading / unloading areas. Of more relevance to planning, the lighting scheme also takes into account the "Guidance Notes for the Reduction of Obtrusive Light (2011) produced by the Institution of Lighting Professionals. This guidance recommends that local planning authorities specify environmental zones for exterior lighting control within development plans. In this case, the submitted Report allocates the site as within zone E2, defined as an area of 'low district brightness', where a maximum 'sky glow' (upward light spill) of 2.5% is recommended. It is considered that the allocation of the site as within zone E2 is reasonable. All of the luminaires proposed have an upward light spill of 0%, exceeding the recommended figure. Proposed luminaires are also design to ensure that that the main beam angle of all lights directed towards any potential observer is not more than 70°. This will ensure that glare is reduced in accordance with Guidance Note recommendations. A plan

plotting the predicted ground level luminance levels suggests that light spill from the proposals would not encroach beyond site boundaries.

- 6.83 With regard to issues of privacy, the closest built structure to dwellings south of the site would be the proposed decked car park, located 53-54m from the site boundary and 66-67m from the closest house or flat. As the southern façade of the decked car park is essentially solid, in order to mitigate vehicle noise, the opportunities for overlooking of adjoining gardens from users of the car park are negligible.
- 6.84 Upper storey windows within the office element of the building would be located 94m from the site's southern boundary and 107m from the nearest house / flat. These windows principally serve the staff canteen / break / rest room areas. Although the windows are 'full-height' they are located a significant distance from adjoining properties so as not to result in opportunities for unacceptable overlooking. The windows are proposed as tinted to reduce potential glare.
- 6.85 Consequently it is considered that the proposals would not cause unacceptable loss of through loss of privacy or a perception of overlooking.
- 6.86 The industry-standard reference for the achievement of good daylighting is the Building Research Establishment (BRE) paper 'Site Layout Planning for Daylight'. The BRE paper suggests that in order to safeguard daylight to existing buildings new development should not subtend a 25° angle to the horizontal drawn from the middle of the lowest affected window(s). As applied from the closest dwellings located to the south of the site, the proposed development comfortably passes the BRE 'test' for daylighting. As the development is located to the north of these nearest residential neighbours, there are no implications with regard to overshadowing or loss of sunlight.
- 6.87 XIII. DESIGN ISSUES

The proposals are for a large building containing a significant floorspace total arranged over several floors. With a gross internal floorspace of 204,820 sq.m. the proposed building would probably be the largest building, with reference to floorspace, in the Borough. In order to accommodate the proposed operations within the fulfilment centre, the building is also relatively tall at 21.85m AOD. The floorspace and building height combine to create a large building volume and the treatment of the bulk and volume of the buildings in design terms is an important planning consideration.

- 6.88 As noted at paragraph 4.6 above the submitted proposals have been scrutinised via a Design Council / CABE Design Review. A full summary of the Design Review comments are listed above. However, in brief the Review considered that the original proposals could be further developed to enhance the pedestrian and worker experience though revisions to the building main entrance / surface parking area, office elevations and pedestrian links to the south.

- 6.89 In terms of the site layout, the proposals arrange HGV movements and associated parking and service areas on the northern and eastern side of the site. Whereas the building 'front', building entrance and main pedestrian activity would be associated with the southern façade of the building. As originally submitted, the definition of the main entrance was considered imprecise and the pedestrian 'experience' close to the building entrance was dominated by surface car parking. In addition, the potential pedestrian / cycle link through the landscape buffer south of the site to connect to Dunlop Road and the town centre beyond was unclear.
- 6.90 A series of revised plans have now been submitted to address these issues as detailed below:
- main entrance of the building detailed in a contrast cladding colour to highlight the 'front-door' of the building;
 - introduction of tree planting within the surface car parking area, either side of the car park access road and outside of the main entrance (to create an entrance piazza); and
 - introduction of a link path connecting the proposed entrance piazza to the southern landscape buffer and Dunlop road beyond.
- 6.91 It is considered that these amendments address a number of the points raised by the Design Review with regard to site layout issues.
- 6.92 With reference to building elevations, the Design Review encouraged a simpler design approach for the warehouse element, with a more creative and bolder approach to the office element. In pre-application discussions with the applicant, a variety of solutions to the external appearance of the building were discussed and the submitted application closely corresponds to the preferred option expressed by Officers. Members will be well aware that the consideration of external appearance is to a large degree subjective. As the warehouse building would be a structure of substantial dimensions (371m (l) x 137m (w) x 22m (h)) and relatively simple in shape, the approach to the external appearance is key. As with any modern warehousing building, the structure will be formed from insulated metal-faced cladding panels within a steel frame. Initial options for the treatment of cladding included a simple horizontal layering of grey-coloured panels. However, it was considered that such an approach reinforced the horizontal emphasis of the structure.
- 6.93 The approach to appearance within the submitted proposals is to use a limited palette of grey coloured cladding (3 colours) with panels arranged randomly in order to disguise the mass of the building. The horizontal emphasis of the building (especially on its long northern and southern elevations) is further articulated by the use of contrast colour vertical panels and the full-height circulation cores and external stairs, which are treated in one colour. It is considered that these features

successfully articulate the mass of the warehouse building. The office element of the proposals would be treated differently, with extensive use of full height glazing. As noted above, revised plans now provide a clearer main entrance on the southern elevation. Similar to the main warehouse building, the proposed decked car park would also use a random pattern of cladding in 3 grey colours, although the grid within which the cladding is arranged is on a smaller scale than the main building. Although the constituent parts of the buildings (warehouse / offices / decked car park) are recognisable as discrete elements, as a whole the proposals present a unified design approach.

6.94 The design of the development is supported and would represent a marked improvement on recent examples of conventional Class B8 development elsewhere in the Borough.

6.95 XIV. SUSTAINABILITY

Core Strategy policies PMD12 and PMD13 (as amended) require compliance with BREEAM standards and provision of on-site renewable energy respectively. With regard to BREEAM, policy PMD12 requires “where appropriate” the achievement of BREEAM “excellent” standard from 2016. In this case the original outline planning permission for the site (as amended) was subject to a planning condition requiring BREEAM “very good” and the Travis Perkins warehouse has been built to this standard. As it is the case that the site could be developed pursuant to the outline permission, it would be unreasonable to insist upon the higher BREEAM rating of “excellent”.

6.96 The planning application is accompanied by an “Energy Statement” which confirms that the final building design will meet BREEAM “very good” as a minimum and that the building will achieve an Energy Performance Rating of “A”. The Statement also assesses the feasibility of deploying decentralised, renewable and low-carbon energy generation technologies on the site and concludes that roof-mounted photovoltaic (PV) panels and solar thermal hot water are viable. The applicant suggest that these technologies could exceed the 15% target set out in policy PMD13.

6.97 Planning conditions can be used to secure the relevant BREEAM standard and provision of renewable electricity technologies.

6.98 The proposals include the provision of a green roof located on top of the office building. The area of the green roof would be significant and would probably be the large single green roof in the Borough. These features can bring benefits for energy efficiency, surface water run-off and biodiversity. Accordingly, the proposed green roof is welcomed.

7.0 CONCLUSIONS AND REASONS FOR RECOMMENDATION

The current proposal for a fulfilment centre follows, and is consistent with, the principal of Class B8 use for the site established through the outline planning permission (as amended). Consequently, there are no objections to the principal of the land use. The proposed occupier of the fulfilment would create a significant of new FTE jobs over and above those associated with a conventional Class B8 development. Subject to appropriate planning conditions there are no objections to the proposals on the grounds of flood risk, ecology, ground conditions, noise, air quality, impact on amenity, design or impact on landscape and visual receptors. There would be significant traffic movements associated with proposed staff shift changeover patterns. However, subject to appropriate mitigation it is considered that residual impacts on the highway network would not be severe.

- 7.1 In coming to its view on the proposed development the content of the ES submitted with the application has been taken into account as well as representations that have been submitted by third parties. The ES considers the potential impacts of the proposal on a range of receptors and sets out mitigation measures. Subject to appropriate mitigation which can be secured through planning conditions, the ES concludes that any impact arising from the construction and operation of the development would be within acceptable limits. Having taken into account representations received, it is considered that the proposed development is acceptable, subject to compliance with a number of planning conditions that are imposed upon the permission. Therefore, it is recommended that planning permission is granted, subject to the recommendation set out below.

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 Tilbury / Gravesend passenger ferry contribution:

To pay to the Council a commuted sum equivalent to £50,000 per annum for 7 years (total £350,000) towards the running of the Ferry between Tilbury riverside and Gravesend

- ii. Cycle link contribution:

To pay to the Council a sum of £75,000 towards the provision of improved cycle links to the application site; in particular but not limited to, improvements to Thurrock Park Way and the proposed link to Manor Road.

- iii. Pedestrian / cycle crossing contribution:

To pay to the Council a sum of £50,000 towards the provision of improved crossing facilities on Thurrock Park Way (linking the site to the Asda supermarket) including (but not limited to) the provision of a Toucan Crossing (cyclists and pedestrians) across Thurrock Parkway.

iv. Tilbury hub / pop-up job centre contribution:

To pay the Council a sum of £10,000 to allow the use of space in Tilbury Town Centre at Tilbury Hub or elsewhere to allow for the provision of advertisement of employment opportunities at the development.

v. Pedestrian and cycle link:

To provide a new pedestrian cycleway linking Dock Road and the Asda site, via the Island Site and under St Andrews Road, including a temporary route pending the construction of development on the Island Site, save that the Council, in consultation with the local community considers the route to be unsafe pending the construction of development on the Island site.

vi. A1089(T) pedestrian / cycle facilities contribution:

A financial contribution of £105,000, payable prior to first occupation or operational use of the development, towards the improvement of pedestrian / cycle facilities alongside the A1089(T) north of the Asda roundabout junction.

vii. Travel Plan:

To submit a Travel Plan (in broad accordance with the Travel Plan (dated 11.12.15) as subsequently supplemented by the Technical Note ref. PH/RH/ITL10336-005 TN) to the appropriate Highway Authorities for written approval and to implement and monitor the agreed Travel Plan measures. The submitted Travel Plan shall specifically address, but not necessarily be limited to, the following issues:

- provision of interest-free rail season ticket loans;
- provision of dedicated and free for staff bus services for employees to be operated over the lifetime of the development. A minimum of 4 services per shift over 2 shifts shall be provided with vehicles of a minimum capacity of 49 seats;
- establishment and operation of a Tilbury Travel Plan Steering Group;

- details of preferential car-share parking areas;
- provision of electric vehicle charging points;
- the provision of a travel plan co-ordinator; and
- prior to first occupation or operational use to provide a Travel Plan Bond of £108,000 held in an Escrow account paid through the s.106 agreement. The Bond to be used to investigate and implement additional travel planning measures in circumstances where car parking numbers in the decked car park exceed 1,140 (in addition to the 196 surface level car parking spaces).

viii. Apprenticeships. local employment and procurement

Prior to commencement of development to submit to the Council for approval an Employment and Skills Plan (ESP) and not to Implement the Development or permit Implementation of the Development until the ESP has been approved by the Council. The ESP shall, inter-alia:

- include arrangements setting out how the owner / developer / occupier and their contractors will work directly with Thurrock's Economic Development and Skills Partnership (EDSP) and local employment / training agencies as part of an employment and training consortium;
- specify the provision for training opportunities and other initiatives in respect of the vocational and employability skills required by the owner / developer / occupier and their contractors for any new jobs and business opportunities created by the Development;
- following approval of the ESP, the owner / developer / occupier will implement and where necessary procure implementation and promote the objectives of the approved ESP and ensure that so far as is reasonably practicable the objectives are met;
 - the ESP will commit to maximising employment of Thurrock residents on-site by setting targets during the construction and operational phases;
 - the ESP shall contain commitments to create Apprenticeships during construction and operation of the development;
 - the ESP will include measures to maximise supply chain opportunities for business in Thurrock and surrounding area; and
 - the ESP will include commitments to monitoring and the provision of monitoring information.

ix. Monitoring contribution:

On first occupation of the development, payment of £10,000 to the Council to cover the local planning authority’s reasonable costs in monitoring compliance with the s.106 planning obligations.

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

Phasing:

2. Prior to the commencement of development, a phasing strategy for the delivery of the development hereby approved, including the trigger points for approval of details reserved by condition, shall be submitted to and approved in writing by the local planning authority. For the avoidance of doubt, the strategy shall include, but not be limited to:

- commencement of development on site
- key milestones in the development of the site;
- timescales for installation of utilities;
- phases of development of the building(s);
- timings for installation of hard and soft landscaping;
- associated timings for discharge of conditions.

The development shall thereafter be carried out in accordance with the approved phasing strategy.

REASON: In order to establish a phasing programme for the delivery of the development in the interests of clarity.

Accordance with plans:

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

Drawing Reference	Title
ANT-30813-PL-100 C	Site Location
ANT-30813-PL-101 D	Site Layout
ANT-30813-PL-102 B	Warehouse Level 1
ANT-30813-PL-103 B	Warehouse Level 2
ANT-30813-PL-104 B	Warehouse Level 3

ANT-30813-PL-105 B	Warehouse Level 4
ANT-30813-PL-106 B	Warehouse Level 5
ANT-30813-PL-107 B	Warehouse Level 6
ANT-30813-PL-109 B	Office Level 1 Pod Levels 1, 2 & 3
ANT-30813-PL-110 B	Office Level 3
ANT-30813-PL-111 B	Indicative Sections
ANT-30813-PL-112 C	Elevations
ANT-30813-PL-113 C	Elevations Office and Office Pod
ANT-30813-PL-114 B	Decked Carpark Floor Plans Levels 1 & 2 (Sheet 1 of 2)
ANT-30813-PL-115 B	Decked Carpark Floor Plans Levels 3 & 4 (Sheet 2 of 2)
ANT-30813-PL-116 B	Decked Car Parking Elevations
ANT-30813-PL-117 B	Truck Drivers Toilet Plan and Elevations
ANT-30813-PL-118 B	Exit Gatehouse Plans and Elevations
ANT-30813-PL-119 D	Illustrative Coloured Site Layout
ANT-30813-PL-120 C	Illustrative Coloured Elevation
ANT-30813-PL-121 B	Entrance Gatehouse Plan and Elevations
ITB10336-GA-004 A	Proposed Roundabout South West Corner of Site Along A126 Dock Road
2381-SK-2 B	Landscape Proposals
2381-SK-3	Tree Planting in Hard Surfaces
2381-SK-4	Typical Tree Pit Details

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

Surface water drainage:

4. In accordance with the phasing strategy approved pursuant to condition no. 2, a detailed surface water drainage scheme for the site, including pollution prevention measures shall be submitted to and approved in writing by the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:
 - i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - ii) include a period for its implementation;
 - iii) provide a management and maintenance plan of the development which shall include the arrangements for adoption by any public

authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

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 (2011).

CEMP:

5. Prior to the commencement of development, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority. The approved CEMP shall be adhered to throughout the construction period and shall provide detailed information under the headings of:

- public liaison;
- responses to complaints;
- monitoring and environmental management of the works;
- siting of construction compounds;
- security lighting during construction;
- dust and mud control measures during construction;
- noise mitigation measures.

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 (2011).

Contamination:

6. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing by the local planning authority) shall be carried out until the developer has submitted to and obtained written approval from the local planning authority for an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

REASON: To protect the water environment in accordance with policy PMD1 of the Thurrock Core Strategy and Policies for the Management of Development DPD (2011).

Water resource efficiency:

7. In accordance with the phasing strategy approved under condition 2, a scheme for the provision and implementation of water resource

efficiency measures, based upon the principles and strategy established by documentation supporting the application for the partial discharge of condition reference 13/00136/CONDC shall be submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved scheme before occupancy of that phase or stage of development.

REASON: To ensure the sustainability of the potable water supply to the development and wider area through efficient use of water resources in accordance with policy PMD12 of the Thurrock Core Strategy and Policies for the Management of Development DPD (2011).

Energy & resource efficiency:

8. In accordance with the phasing strategy approved under condition 2, a scheme for the provision and implementation of energy and resource efficiency measures during the construction and operational phases of development, based upon the principles and strategy established by documentation supporting the application for the partial discharge of condition reference 13/00136/CONDC, shall be submitted to and approved in writing by the local planning authority. The measures shall include proposals for decentralised and/or renewable or low carbon energy generation technologies on-site to secure at least 15% of the energy needs of the development. The approved measures shall be installed and operational on the first occupation of the development and shall be retained thereafter.

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 (2011).

Flood warning & evacuation:

9. Prior to occupation a Flood Warning and Evacuation Plan (FWEP) shall be submitted to and approved in writing by the local planning authority. The FWEP shall provide information and advice to users who may have to be evacuated from the site if evacuation is feasible prior to inundation. The FWEP should include actions for all users of the development to take during specific flood scenarios affecting the site including the danger of entering flood water. It should contain details as to how users of the site can avoid exposure to hazardous flooding in and around the development. Adequate provision should be made for a safe evacuation of the site and remain for a period of days in a safe refuge during flood conditions. Adequate provision should include Safe Access/Egress for emergency services. The approved FWEP shall be implemented upon

the first occupation of the development and retained thereafter.

REASON: In order to ensure that adequate flood warning and evacuation measures are available for all users of the development in accordance with Policy PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

Flood risk:

10. Unless otherwise agreed in writing by the local planning authority, the development permitted by this planning permission shall only be carried out in accordance with the principles established by the approved Flood Risk Assessment (FRA) reference 026632 Project Next and dated August 2010 and the following mitigation measures detailed within the FRA:
- the surface water run-off generated by the 1 in 1 year to the 1 in 100 year critical storm shall be limited to 1.34 l/sec/ha to 5 l/sec/ha, respectively;
 - demonstration that access will be provided for the improvement / protection and maintenance of existing flood defence bunds will be provided;
 - identification and provision of safe route(s) into and out of the site to an appropriate safe haven as highlighted in Figure 2-3 of Flood Evacuation Plan dated August 2010 Rev 01;
 - finished floor levels for the office and warehouse shall be set no lower than 0.35m Above Ordnance Datum (AOD);
 - finished floor levels for the refuge levels of the offices and warehouses shall be set no lower than 3.35m AOD.

REASON: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site, to ensure the structural integrity of existing and proposed flood defences thereby reducing the risk of flooding, to ensure safe access and egress from and to the site, to reduce the impact of flooding on the proposed development and future occupants and to reduce the risk of flooding to the proposed development and future occupants development in accordance with Policy PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

Boundary treatments:

11. In accordance with the phasing strategy approved under condition 2, details of the locations, heights, designs and materials of all boundary treatments, including acoustic fencing, to be erected on site shall be submitted to and approved in writing by the local planning authority. The

boundary treatments shall be completed in accordance with the approved details prior to the first occupation of the buildings and maintained thereafter.

REASON: In the interests of visual amenity, privacy and to ensure that the proposed development is satisfactorily integrated with its immediate surroundings in accordance with policies CSTP22 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

External materials:

12. In accordance with the phasing strategy approved under condition 2, details of all external materials to be used in the construction of the external surfaces of the development shall be submitted to and approved in writing by the local planning authority. For the avoidance of doubt, the Trimoterm FTV 60 acoustic panels or equivalent specification system shall be used to clad the decked car park hereby approved. The development shall be carried out in accordance with the approved details.

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 (2011).

External lighting:

13. In accordance with the phasing strategy approved under condition 2, details of any external lighting, including details of the spread and intensity of light together with the size, scale and design of any light fittings and supports, shall be submitted to and approved in writing by the local planning authority. Thereafter, external lighting shall only be provided in accordance with the agreed details or in accordance with any variation agreed in writing by the local planning authority.

REASON: In the interests of amenity and to ensure that the proposed development is integrated within its surroundings as required by policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

BREEAM:

14. The development hereby permitted shall be built to a minimum standard of 'very good' under the Building Research Establishment Environmental Assessment Method (BREEAM). Prior to the first use of any building a

copy of the Post Construction Completion Certificate for the building verifying that the 'very good' BREEAM rating has been achieved shall be submitted to the local planning authority.

REASON: In order to reduce carbon dioxide emissions in the interests of sustainable development, as required by policy PMD12 of the Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

Parking management:

15. In accordance with the phasing strategy approved under condition 2, a parking management plan shall be submitted to and approved in writing by the local planning authority. The development, following first occupation, shall thereafter operate in accordance with the approved plan.

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 (2011).

Freight quality management plan:

16. The development shall operate in accordance with the Freight Quality Management Plan (FQMP) approved pursuant to the application for approval of details reserved by condition ref. 15/00385/CONDC, unless otherwise agreed in by the local planning authority.

REASON: To ensure that the strategic road network can continue to operate as part of the national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980, and to satisfy the reasonable requirements of safety of traffic on the strategic road network in accordance with Policies PMD9 and PMD11 of the Thurrock Core Strategy and Policies for the Management of Development DPD (2011).

Operational performance plan:

17. The development shall operate in accordance with the Operational Performance Plan (OPP), approved pursuant to the application for approval of details reserved by condition ref. 15/00385/CONDC, unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that the strategic road network can continue to operate as part of the national system of routes for through traffic in

accordance with Section 10(2) of the Highways Act 1980, and to satisfy the reasonable requirements of safety of traffic on the strategic road network in accordance with Policies PMD9 and PMD11 of the Thurrock Core Strategy and Policies for the Management of Development DPD (2011).

Cycle parking:

18. In accordance with the phasing strategy approved under condition 2, details of the number, location and design of secure cycle parking facilities shall be submitted to and approved in writing by the local planning authority. The approved facilities shall be installed prior to the first use of the development and permanently retained thereafter.

REASON: To reduce reliance on the use of private cars, in the interests of sustainability, highway safety and amenity in accordance with Policies PMD2 and PMD8 of the Adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development DPD (2011).

Structural landscaping / ecological mitigation:

19. Prior to the first use of the development hereby permitted, the structural landscaping, as approved pursuant to the application for the approval of reserved matters ref. 13/00433/REM, together with the associated on-site ecological mitigation contained within the approved Ecological Mitigation and Compensation Strategy, shall be implemented.

REASON: In order to enhance the landscape and biodiversity interest of the site in accordance with Policies PMD2 and PMD7 of the Adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development DPD (2011).

Landscaping:

20. In accordance with the phasing strategy approved under condition 2, a scheme of hard and soft landscaping for the development plot (excluding the structural landscaping approved pursuant to the application for the approval of reserved matters ref. 13/00433/REM) shall be submitted to and approved in writing by the local planning authority. This scheme shall include details of the 'green roof' on the office building and measures for the long-term maintenance of this roof. The development shall be carried out in accordance with the approved scheme.

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 (2011).

Landscaping replacement:

21. Any trees of plants which, within 5 years from the time of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with other specimens of a similar size and species, unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that the proposed development is satisfactorily integrated with its immediate surroundings and provides for landscaping as required by policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

Hours of construction:

22. No construction works in connection with the development hereby approved shall take place on the site at any time on any Sunday or Bank or Public Holiday, nor on any other day except between the following times:

Monday to Friday 0800-1800 hours
Saturday 0800-1300 hours

Unless in association with an emergency and with the prior written approval of the local planning authority. If impact driven piling is required, the method of piling should be previously agreed in writing by the local planning authority and piling operations shall only take place between 0900-1800 hours on weekdays.

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 (2011).

Outside working:

23. No manufacturing, fabrication, or other industrial process shall take place outside the buildings on the site, unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of amenity and to ensure that the proposed

development is integrated within its surroundings in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

Outside storage:

24. There shall be no external storage of goods, machinery, plant or materials on the site, 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 integrated within its surroundings in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

Secured by design:

25. In accordance with the phasing strategy approved under condition 2, a scheme detailing how the practices and principles of the 'Secured by Design' initiative are to be incorporated into the development shall be submitted to and approved in writing by the local planning authority. The development shall thereafter be completed in accordance with the approved scheme.

REASON: In the interests of creating safe and secure environments in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

Noise mitigation:

26. The development shall be carried out in accordance with the noise mitigation recommendations contained within Chapter 13 of the Environmental Statement Addendum dated December 2015, including the acoustic fencing shown in Appendix 13.8. The measures shall be implemented and thereafter maintained prior to the first occupation of the development.

REASON: To ensure that adjoining residential amenity is protected in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

Odour extraction / control:

27. Prior to the operation of any cooking equipment to be installed related to the staff canteen in the building hereby approved, details of the siting, design and technical specification of the associated fume extraction and

odour control equipment shall be submitted to and approved in writing by the local planning authority. Installation of the equipment shall be undertaken in accordance with the agreed details prior to the opening of the staff canteen. The extraction and ventilation system shall be retained in the agreed form and maintained in working order thereafter and shall be operated at all times when cooking is being carried out in the building.

REASON: In the interests of amenity in accordance with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

Ancillary buildings / structures:

28. Prior to their installation, details of the appearance (including elevational treatment and materials) of (i) HV Substation, (ii) Sprinkler Tanks, (iii) Drivers WC and (iv) Gatehouse and welfare buildings (associated with additional HGV Parking) shown on approved drawing ANT-30813-PL-119C shall be submitted to and approved in writing by the local planning authority. These buildings and structures shall be constructed / installed in accordance with the approved details.

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

29. Renewable energy:

In accordance with the phasing strategy approved under condition 2, a scheme detailing measures to demonstrate that the development will achieve the generation of at least 15% of its energy needs through the use of decentralised, renewable or low carbon technologies (as indicated in the "Energy Statement and Building Regulations Part L2A 2013 Compliance Report 'As Designed'") shall be submitted to and approved in writing by the local planning authority. The approved measures shall be implemented and operational upon the first use or occupation of the buildings hereby permitted and shall thereafter be retained in the agreed form unless otherwise agreed in writing by the local planning authority.

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 (2011).

30. Mezzanine floors:

Notwithstanding the provisions of Part 7, Class H of Schedule 2 to the

Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revising, revoking and re-enacting that Order with or without modification)) no enlargement by way of extension of floorspace, including the installation of a mezzanine floor, shall be formed in the building(s) hereby permitted without express planning permission first being obtained. For the purposes of this condition mezzanine floors shall be treated as new floorspace unless they are solely to provide for safe access to stacked or stored goods.

REASON: In order to accord with the terms of the submitted planning application and in the interests of highways safety and amenity.

31. Low emissions strategy:

In accordance with the phasing strategy approved under condition 2, a scheme detailing a Low Emissions Strategy to be applied during the operation of the development, shall be submitted to and approved in writing by the local planning authority. The development shall thereafter be operated in accordance with the approved scheme.

REASON: In the interests of amenity as required by policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

32. Access details:

Notwithstanding the details shown drawing no. ITB10336-GA-004 Rev. A, in accordance with the phasing strategy approved under condition 2 details shall be submitted showing the layout, dimensions and construction specification of the proposed access to Dock Road (A126). The approved details shall be implemented on site before occupation of the development hereby permitted.

REASON: In the interests of highway safety and efficiency in accordance with policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

33. Visibility splays:

Sight visibility splays measuring 2.4 metres x 90 metres shall be provided at the proposed Dock Road (A126) roundabout junction prior to the first operational use of the development and thereafter maintained at all times so that no obstruction is present within such area above the level of the adjoining highway carriageway.

REASON: In the interests of highway safety and efficiency in

accordance with policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

34. Car parking reservation:

None of the buildings hereby permitted shall be occupied / operated until the service road(s), footway(s), loading, parking and turning areas shown on the approved plans have been constructed. Thereafter, the service road(s), footway(s), loading, parking and turning areas shall be retained and made available to users of the development.

REASON: In the interests of road safety and amenity in accordance with policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

35. Dock Road (A126) access:

The access from Dock Road (A126) hereby approved shall not be used as a general HGV and OGV through-route from the wider development site and shall only be opened for that class of vehicle if the primary access to the 'Asda' roundabout junction onto the Strategic Road Network is severely adversely affected by a road incident or similar occurrence.

REASON: To prevent inappropriate HGV and OGV vehicle movement onto Dock Road (A126) in the interests of highways safety and efficiency in accordance with policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

36. Construction management plan:

Prior to the commencement of development a Construction Management Plan, which shall include details of numbers and routing of construction vehicles, shall be submitted to and approved in writing by the local planning authority (in consultation with Highways England). Thereafter the construction of the development shall be carried out in accordance with the approved Construction Management Plan, unless otherwise agreed in writing by the local planning authority (in consultation with Highways England).

REASON: To ensure that construction of the development does not result in avoidable congestion on the A1089 trunk road and to ensure that the trunk road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of safety and traffic on the strategic road network.

37. Staff change-over periods:

The warehouse staff shift change-over period shall not be undertaken during the time period of 07.30 to 18.00 hours, unless otherwise agreed in writing by the local planning authority (in consultation with Highways England).

REASON: To minimise the impact of traffic generated by the development and to ensure that the A1089 trunk road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980.

38. A1089 / A13 merge:

Prior to the first operational use or occupation of the development a scheme of improvements to the A1089 merge onto the A13 westbound shall be submitted to and approved in writing by the local planning authority (in consultation with Highways England). The approved scheme of improvements shall be undertaken prior to the first operational use or occupation of the development.

REASON: To ensure the trunk road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of safety and traffic on the strategic road network.

Informatives:

1. Essex & Suffolk Water are the enforcement agents for The Water Supply (Water Fittings) Regulations 1999 within our area of supply, on behalf of the Department for the Environment, Food & Rural Affairs. Essex & Suffolk Water should be notified under Regulation 5 of the Water Supply (Water Fittings) Regulations 1999.
2. An application to discharge trade effluent must be made to Anglian Water and must have been obtained before any discharge of trade effluent can be made to the public sewer. Anglian Water recommends that petrol / oil interceptors be fitted in all car parking / washing / repair facilities. Failure to enforce the effective use of such facilities could result in pollution of the local watercourse and may constitute an offence. Anglian Water also recommends the installation of a properly maintained fat traps on all catering establishments. Failure to do so may result in this and other properties suffering blocked drains, sewage flooding and consequential environmental and amenity impact and may also constitute an offence under section 111 of the Water Industry Act 1991.

3. 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. Both the RSPB booklet "Wild Birds and the Law" and the Guidance Notes relating to Local Planning and Wildlife Law produced by Natural England are useful.

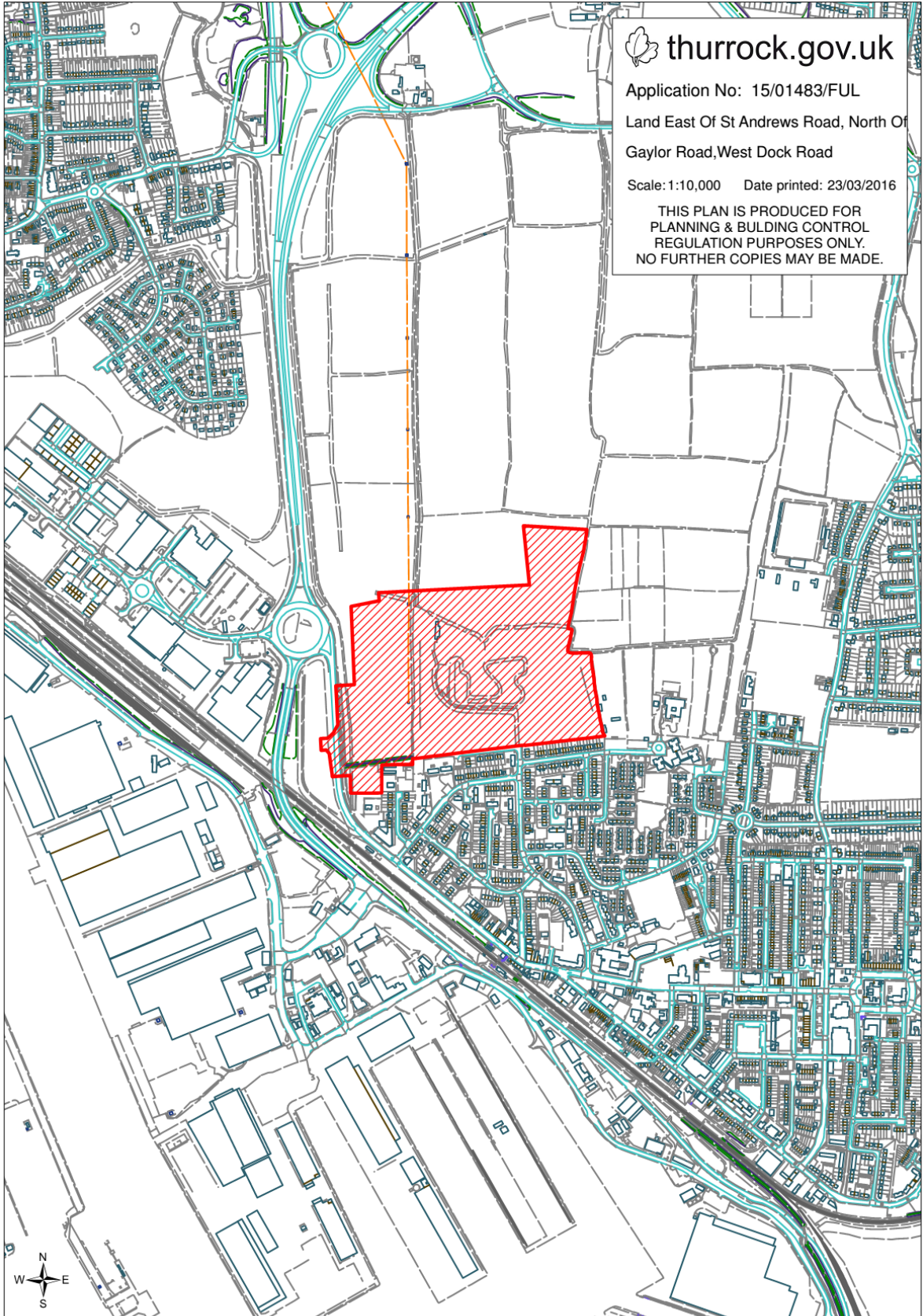
4. Any works which are required within the limits of the highway reserve require the permission of the Highway Authority and must be carried out under the supervision of that Authority's staff. The applicant is therefore advised to contact the Highway Authority at the address below before undertaking such works:

Chief Highways Engineer,
Highways Department,
Thurrock Council,
Civic Offices,
New Road,
Grays,
RM17 6SL.

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/15/01483/FUL

Alternatively, hard copies are also available to view at Planning, Thurrock Council, Civic Offices, New Road, Grays, Essex, RM17 6SL.



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Reference: 15/01508/FUL	Site: Bentons Farm Mollands Lane South Ockendon Essex RM15 6DB
Ward: Belhus	Proposal: Demolition of existing buildings and erection of 9 houses with associated parking and garden areas (revised scheme following approval of planning application 13/00986/FUL).

Plan Number(s):		
Reference	Name	Received
1309-000	Location Plan	29th December 2015
SH007-002.E	Site Layout	23 rd March 2016
SH007-005.00 Rev A	Site Layout	23 rd March 2016
SH007-50-01.B	Floor Layout	2 nd March 2016
SH007-50-02.B	Elevations	2 nd March 2016
SH007-50-03.C	Floor Layout	23 rd March 2016
SH007-50-04.D	Elevations	23 rd March 2016
SH007-50-05.C	Floor Layout	23 rd March 2016
SH007-50-06.B	Elevations	2 nd March 2016
SH007-CP-01.00	Elevations	29th December 2015
SH007-SG1-01.00	Elevations	29th December 2015
LOR/1276/16	Site layout	23 rd March 2016

The application is also accompanied by: <div style="text-align: center;">- Design and Access Statement</div>	
Applicant: Lorimer Developments	Validated: 29 December 2015 Date of expiry: 14 th April (Extension of Time)
Recommendation: Approve, subject to conditions.	

The application is being reported directly to Committee as previous applications have been considered by the Committee.

1.0 DESCRIPTION OF PROPOSAL

- 1.1 The application seeks full planning permission for the redevelopment of the site to provide new nine dwellings.
- 1.2 The application proposes a new estate road to serve six of the dwellings, onto Mollands Lane. Three of the dwellings would be served directly by their own accesses onto Mollands Lane (one shared access and one single access).
- 1.3 There would be two pairs of semi-detached dwellings and a detached dwelling facing onto Mollands Lane and four detached dwellings within the site. Parking would be provided on site, either via hard surfaced area, garages and surfaced area or open car ports.

2.0 SITE DESCRIPTION

- 2.1 The application site is an approximately square shaped site on the southern side of Mollands Lane. The site was previously occupied by a large dwelling house and associated outbuildings, which have been relatively recently demolished.
- 2.2 At present the site is empty and vacant. The site lies in the Green Belt.

3.0 RELEVANT HISTORY

Reference	Description	Decision
13/00667/FUL	Demolition of existing house, storage shed and office building and construction of 14 houses, consisting of 12 no. semi-detached houses and 2 no. detached houses.	Refused
13/00986/FUL	Demolition of existing buildings and erection of 11 houses with associated parking and garden areas.	Approved
15/00239/CONDC	Discharge of Conditions 4 [Highways Management Plan], 5 [Construction Management Plan], 7 [Contamination Survey], 8 [Landfill Exploration] and 10 [Programme of Archaeology Work] against approved planning application 13/00986/FUL	Discharged

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/15/01508/FUL

PUBLICITY:

4.2 Neighbours were notified directly by letter. A site notice and press notice were also displayed. Three responses have been received. Two letters were received raising objections to the scheme. These letters were received from a local interest group and a neighbour. These objections were on the following grounds:

- Concerns over access to the site;
- Queries about contamination on the site;
- Impact of planting on sight lines;
- Consideration of development alongside adjacent site;
- Query over strip of land to the front of the site

These matters were clarified with the objector, who has subsequently written in to withdraw his original objections.

HIGHWAYS:

4.3 No objections (subject to conditions).

LANDSCAPE AND ECOLOGY ADVISOR:

4.4 No objections (subject to conditions).

ENVIRONMENTAL HEALTH:

4.5 No objections (subject to conditions).

EDUCATION:

4.6 No requirement for contributions.

5.0 POLICY CONTEXT

National Planning Policy Framework

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

5.2 Annex 1 makes clear that Development Plan policies should not be considered out-of-date simply because they were adopted prior to publication of the Framework. It also sets out how decision-takers should proceed taking account of the date of adoption of the relevant policy and the consistency of the policy with the Framework. Due weight should be given to relevant policies in existing plans

according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

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

- 4. Promoting sustainable transport
- 7. Requiring good design
- 8. Promoting healthy communities
- 9. Protecting Green Belt land
- 10. Meeting the challenge of climate change, flooding and coastal change
- 11. Conserving and enhancing the natural environment

5.4 Detailed below are in an extracts from the NPPF with regards to housing need and Green Belt Policy;

5.5 *'Do housing and economic needs override constraints on the use of land, such as Green Belt?*

The National Planning Policy Framework should be read as a whole: need alone is not the only factor to be considered when drawing up a Local Plan.

The Framework is clear that local planning authorities should, through their Local Plans, meet objectively assessed needs unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole, or specific policies in the Framework indicate development should be restricted. Such policies include those relating to sites protected under the Birds and Habitats Directives, and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, Heritage Coast or within a National Park or the Broads; designated heritage assets; and locations at risk of flooding or coastal erosion.

The Framework makes clear that, once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'. (Paragraph: 044Reference ID: 3-044-20141006)

Planning Practice Guidance (PPG)

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

- Climate change
- Conserving and enhancing the historic environment
- Design
- Determining a planning application
- Natural Environment
- Planning obligations
- Use of Planning Conditions
- Water supply, wastewater and water quality

5.7 Local Planning Policy

Thurrock Local Development Framework

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

SPATIAL POLICIES

- CSSP1: Sustainable Housing and Locations
- CSSP3: Sustainable Infrastructure
- CSSP4: Sustainable Green Belt
- OSDP1: Promotion of Sustainable Growth and Regeneration in Thurrock¹

THEMATIC POLICIES

- CSTP1: Strategic Housing Provision
- CSTP22: Thurrock Design
- CSTP23: Thurrock Character and Distinctiveness²
- CSTP25: Addressing Climate Change²
- CSTP26: Renewable or Low-Carbon Energy Generation²
- CSTP33: Strategic Infrastructure Provision

POLICIES FOR MANAGEMENT OF DEVELOPMENT

- PMD1: Minimising Pollution and Impacts on Amenity²
- PMD2: Design and Layout²
- PMD6: Development in the Green Belt²
- PMD8: Parking Standards³
- PMD9: Road Network Hierarchy
- PMD10: Transport Assessments and Travel Plans²
- PMD12: Sustainable Buildings²
- PMD16: Developer Contributions²

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

5.8 Focused Review of the LDF Core Strategy

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

5.9 Draft Site Specific Allocations and Policies DPD

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

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

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

6.0 ASSESSMENT

BACKGROUND TO APPLICATION

- 6.1 As detailed in the planning history above, application 13/00986/FUL was approved for the development of 11 houses on this site. That application was recommended for refusal but approved at Committee on the basis that Members considered that the applicant has demonstrated very special circumstances to allow the development of the site, contrary to normal Green Belt policy.

6.2 The application was referred to the National Planning Casework Unit (NPCU) as it represented a departure from the Local Plan (Core Strategy). The application was not called in and the NPCU indicated that the Council was able to determine the proposal. Accordingly, the site has an extant permission for 11 dwellings. The current application is a revised scheme to alter the design and layout of the development. On the basis of the approval of the previous application it is not considered it would be necessary to refer this application to the NPCU if Members were minded to approve this application.

6.3 The principal issues to be considered in this case are:

- I Plan designation and principle of development
- II Layout and design
- III Highways
- IV Neighbour amenity
- V Trees and landscaping

I PLAN DESIGNATION AND PRINCIPLE OF DEVELOPMENT

6.4 The principle of residential development was established by the granting of permission, 13/00986/FUL. The current proposal would result in a reduction in number of dwellings on site and a less intensive form of development. Accordingly the principle is considered to be sound.

II. LAYOUT AND DESIGN

6.8 The current application proposes five of the proposed dwellings to have a frontage onto Mollands Lane, with three of these facing direct vehicle access. The dwellings would create a 'live' street frontage and tie the development into the existing street scene.

6.9 Three of the properties would have parking and turning areas served directly from Mollands Lane. Whilst this would lead to cars being on the frontage of these properties, the submitted plans show that there would be planting provided to screen these areas. It is considered therefore that it would be difficult to object on these grounds.

6.10 The four remaining properties would be arranged around a mews style courtyard in the southern part of the site. This layout is also considered to be acceptable, creating a more interesting and attractive layout than the previously approved scheme.

6.11 The proposed dwellings would be relatively simple in design terms with few notable additional features, save for projecting bays and canopies over the front doors. Because of the simplification of the house types proposed the success of the design will be the use of high quality materials and appropriately deep recesses around the windows to add articulation to the individual properties. It is not considered that an objection could be raised to the external appearance of the proposed buildings.

III. HIGHWAYS

- 6.12 The Council's Highways Officer is satisfied with the details and subject to conditions to ensure parking is retained and the roadway is provided before the dwellings are occupied the proposals comply with Policy PMD8 of the Core Strategy.

IV. NEIGHBOUR AMENITY

- 6.13 The new properties would be suitably distant from neighbours not to impact on the amenities that nearby occupiers presently enjoy. The houses would be set out so as not to impact on one another. Policy PMD1 is considered to be satisfied in this regard.

V. TREES AND LANDSCAPING

- 6.14 Critical in the last application were the details of the landscaping, to replace the preserved trees that have previously been removed. During the course of consideration of this proposal the applicant has submitted a additional plans which show improved planting on the site to address the issue of loss of trees.
- 6.15 The Council's Landscape Advisor has indicated that the proposals would be acceptable subject to the landscaping being carried out as submitted. A condition to secure the appropriate landscaping is therefore recommended.

VI. OTHER MATTERS

- 6.21 Policy PMD16 of the Core Strategy indicates that where needs would arise as a result of development; the Council will seek to secure planning obligations under Section 106 of the Town and Country Planning Act 1990 and any other relevant guidance. The Policy states that the Council will seek to ensure that development proposals contribute to the delivery of strategic infrastructure to enable the cumulative impact of development to be managed and to meet the reasonable cost of new infrastructure made necessary by the proposal.
- 6.22 The proposal is for a small scale development and no infrastructure requirements have been identified arising from this development at this time. The previous scheme was for a larger number of units and required contributions, however on the basis of the number of units proposed, the responses received and current policy it accordingly is not considered necessary for an s.106 contribution in this instance

7.0 CONCLUSIONS AND REASON(S) FOR APPROVAL

- 7.1 The application site is previously developed land in the Green Belt. The development would result in a reduction in footprint and volume in comparison with the existing extant permission on the site. Against the background of the earlier approval, it is considered an objection to the principle of nine houses would be difficult to substantiate.
- 7.2 Matters of detail such as design and layout are all considered to be acceptable. Suitable conditions could be applied to ensure that the proposal results in a high quality development that will enhance and improve the appearance of the site.

8.0 RECOMMENDATION

Approve, subject to the following conditions:

Condition(s):

Time

- 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.

Materials

- 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.

REASON: To ensure that the proposed development does not prejudice the appearance of the locality.

Roadways prior to occupation

- 3 None of the buildings hereby permitted shall be occupied/used until the service road(s), footway(s), loading, parking and turning areas shown on the plan accompanying the application have been constructed to a final specification as agreed in writing with the Local Planning Authority.

REASON: In the interests of highway safety in accordance with Policy PMD1 of the Thurrock Local Development Framework Core Strategy and Policies for Management of Development 2011.

Highways Management Plan

- 4 A Highways Management Plan (HMP) shall be submitted and approved by the Local Planning Authority prior to commencement of the development hereby approved, details to include (as appropriate):
 - i. Hours of operation
 - ii. Construction access
 - iii. Temporary hard standing
 - iv. Storage of materials
 - v. Heavy plant storage
 - vi. Abnormal Load Vehicle movements and routing
 - vii. Crane storage and its use
 - viii. Contractor parking
 - ix. Wheel Washing Facilities

Once submitted to and agreed in writing by the Local Planning Authority the works shall be undertaken in strict accordance with the agreed details, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that the proposed development does not cause pollution in accordance with Policy PMD1 of the Core Strategy and in accordance with NPPF.

Construction Management Plan

- 5 Prior to the commencement of the works subject to this consent hereby approved, a Construction Management Plan and Waste Management Plan shall be submitted to and agreed in writing prior to the commencement of the works hereby approved. The details shall include;
- i Details of measures to minimise fugitive dust during construction demolition and stockpiling of materials;
 - ii A Waste Management Plan;
 - iii An asbestos survey with the details of its removal by a competent contractor;
 - iv. Details of any security lighting or flood lighting proposed including mitigation measures against light spillage outside the site boundary;
 - v. Details of crushing and/or screening of demolition and excavation materials including relevant permits;
 - vi. Details of measures to minimise noise and vibration during construction and demolition to comply with the recommendations (including those for monitoring) set out in Parts 1 and 2 of BS5228:2009 'Code of Practice for Noise and Vibration Control on Construction and Open Sites'.

Once submitted to and agreed in writing by the Local Planning Authority the works shall be undertaken in strict accordance with the agreed details, unless otherwise agreed in writing by the Local Planning Authority. All construction activities should be carried out using best practice with reference to BS5228 (control of noise from construction sites) to minimise the effect of construction on local residents).

REASON: To ensure that the proposed development does not cause pollution in accordance with Policy PMD 1 of the Core Strategy and in accordance with NPPF.

Landscaping

- 6 No construction works in association with the erection of the dwellings hereby permitted shall commence on site until a scheme of hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include:
- i. All species, planting sizes and planting densities, spread of all trees and hedgerows within or overhanging the site, in relation to the proposed buildings, roads, and other works;
 - ii. Finished levels and contours;
 - iii. Means of enclosure;
 - iv. Minor artefacts and structures (e.g. furniture, play equipment, refuse and other storage units including the cycle store, signs and lighting);
 - v. External surface material for parking spaces, pedestrian accesses.

All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of the building(s) or the completion of the development whichever is the sooner. Any trees, plants or hedges which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting

season with others of a similar size and species, unless otherwise agreed in writing by the Local Planning Authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

Upon approval of the landscaping scheme the replacement trees shall be covered by a Tree Preservation Order.

REASON: In the interests of the character and visual amenities of the area in accordance with Policy PMD2 of the Core Strategy.

Contamination

- 7 Prior to the commencement of any development of the site a full ground contamination survey together with a full risk assessment and scheme of remediation shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme of remediation shall also include a plan for dealing with any further contamination that is identified during construction. The development hereby permitted shall only be implemented in accordance with the approved scheme.

REASON: In the interests of the health of potential future occupiers of the site and nearby neighbours

Landfill Survey

- 8 The development hereby permitted shall not be commenced until a comprehensive site survey has been undertaken to:
- i. Determine the existence, depth, extent and character of any filled ground.
 - ii. Determine the existence, extent and concentrations of any landfill gas with potential to reach the application site.
 - iii. A copy of the site survey findings together with a scheme to bring the site to a suitable condition in that it represents an acceptable risk including detailing measures to contain, manage and/or monitor any landfill gas with a potential to reach the site shall be submitted to and agreed in writing with, the Local Planning Authority prior to, the commencement of development hereby permitted.

Formulation and implementation of the scheme shall be undertaken by competent persons. Such agreed measures shall be implemented and completed in accordance with the agreed scheme. No deviation shall be made from this scheme.

Should any ground conditions or the existence, extent and concentrations of any landfill gas be found that was not previously identified or not considered in the scheme agreed in writing with the Local Planning Authority, the site or part thereof shall be re-assessed in accordance with the above and a separate scheme to bring the site to a suitable condition in that it represents an acceptable risk shall be submitted to and agreed in writing with the Local Planning Authority. Such measures shall be implemented in accordance with the agreed scheme.

The developer shall give one month's advanced notice in writing to the Local Planning Authority of the impending completion of the agreed works. Within four

weeks of completion of the agreed works a validation report undertaken by competent person or persons shall be submitted to the Local Planning Authority for written approval. There shall be no residential occupation of the site or the individual unit affected until the Local Planning Authority has approved the validation report in writing

REASON: In the interests of the health of potential future occupiers of the site and nearby neighbours.

Hours of Work

- 9 No demolition, building work or deliveries shall be carried out before 8am or after 6pm on Mondays to Fridays or before 9am or after 1pm on Saturdays and not at all on Sundays or Bank Holidays

REASON: In the interests of the amenity of surrounding occupiers.

Highways Access Technical Details

- 10 Details shall be submitted showing the layout, dimensions and construction specification of the proposed access to the highway, such details shall be approved and implemented on site in accordance with the approved scheme before occupation of the development hereby permitted.

REASON: In the interests of highway safety and efficiency.

Permitted Development Rights

- 11 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995, or any subsequent re-enacting or revoking Acts or Orders, no development falling within Classes A, B, C or E shall be carried out on the site without the prior written consent of the Local Planning Authority.

REASON: To prevent an intensification use of the dwellings which lie within the Metropolitan Green Belt, to ensure adequate private garden areas are retained for the dwellings and to prevent damage to any trees

Porous Hardsurfacing

- 12 The hardstanding areas within the residential curtilages of the properties hereby permitted shall be contracted with a porous surface.

REASON: In the interests of surface water management.

Garages for Parking Only

- 13 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 2015 and Section 55 of the Town and Country Planning Act 1990 or any subsequent Acts or Order re-voking or renewing the provisions of that Act or Order, the garages and carports hereby permitted shall be used solely for parking of vehicles in domestic use or for incidental domestic storage only.

REASON: To ensure adequate provision is made for vehicle parking and in the interests of the Green Belt in accordance with Policies PMD6 and PMD8 of the Core Strategy

Site Splays

- 14 Sight splays of 2.4 metres x 43 metres shall be provided at the proposed access and thereafter maintained at all times so that no obstruction is present within such area above the level of the adjoining highway carriageway.

REASON: In the interests of highway safety and efficiency.

Plan Numbers

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

Plan Number(s):		
Reference	Name	Received
1309-000	Location Plan	29th December 2015
SH007-002.E	Site Layout	23 rd March 2016
SH007-005.00 Rev A	Site Layout	23 rd March 2016
SH007-50-01.B	Floor Layout	2 nd March 2016
SH007-50-02.B	Elevations	2 nd March 2016
SH007-50-03.C	Floor Layout	23 rd March 2016
SH007-50-04.D	Elevations	23 rd March 2016
SH007-50-05.C	Floor Layout	23 rd March 2016
SH007-50-06.B	Elevations	2 nd March 2016
SH007-CP-01.00	Elevations	29th December 2015
SH007-SG1-01.00	Elevations	29th December 2015
LOR/1276/16	Site layout	23 rd March 2016

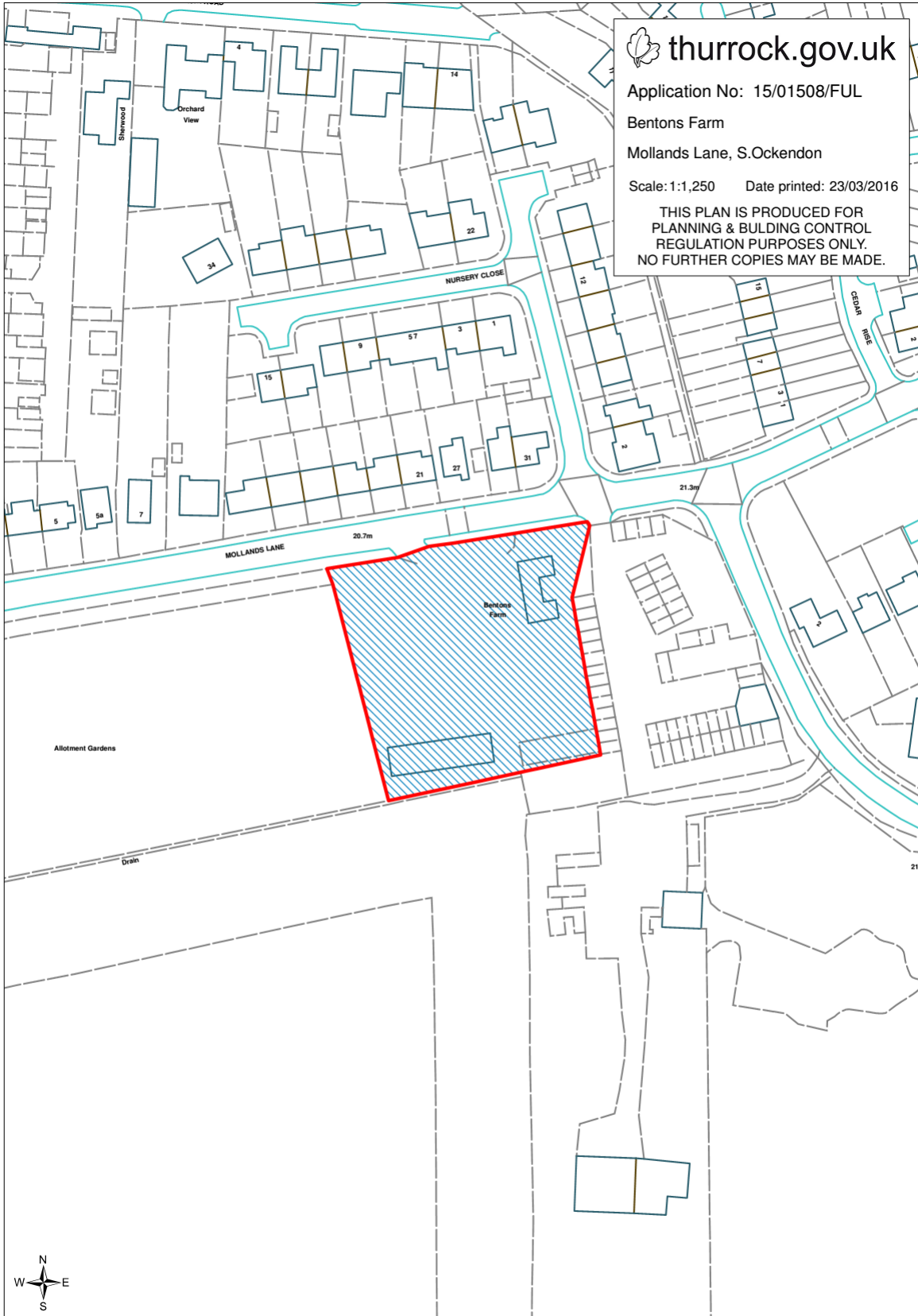
REASON: For the avoidance of doubt and in the interest of proper planning.

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/15/01508/FUL

Alternatively, hard copies are also available to view at Planning, Thurrock Council, Civic Offices, New Road, Grays, Essex, RM17 6SL.



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Reference: 16/00173/TBC	Site: Somers Heath Primary School Foyle Drive South Ockendon Essex RM15 5LX
Ward: Belhus	Proposal: Expansion of Somers Heath school to a two form entry school by the re-establishment of Knightsmead school building, extension to connect both schools and internal alterations

Plan Number(s):		
Reference	Name	Received
13750.JV.1	Existing Site Layout	9th February 2016
5498.04.T1	Existing and Proposed Elevations	9th February 2016
5498.01.T2	Existing Ground Floor Layout	7th March 2016
5498.02.T2	Proposed Ground Floor Layout	7th March 2016
5498.03.T1	Existing and Proposed First Floor Layout	9th February 2016
5498.09.T1	Sections	9th February 2016
HBF.KSH.01	Tree Constraints Plan	9th February 2016
HBF.KSH.02	Proposed Soft Landscaping Plan	9th February 2016
AS-UMB-8-001	Proposed Umbrella	9th February 2016

The application is also accompanied by:

- Design and Access Statement
- Control of Dust Method Statement
- Site Waste Management Plan
- Construction Management Plan
- Highway Management Plan
- Arboricultural Report
- Arboricultural Method Statement
- School Travel Plan
- Traffic Impact Assessment
- Flood Risk Assessment
- Ground Investigation Report

<p>Applicant: Thurrock Council</p>	<p>Validated: 12 February 2016 Date of expiry: 8 April 2016</p>
<p>Recommendation: Deemed to be granted, subject to conditions.</p>	

This application is scheduled as a committee item as the application has been submitted by the Council, who is acting as agent for the application and is the landowner, in accordance with Part 3 (b) Section 2 2.1 (b) of the Council's constitution.

1.0 DESCRIPTION OF PROPOSAL

- 1.1 This application seeks planning permission to combine Somers Heath Primary School and Knightsmead School into a single two form entry school by the construction of a single storey link block.
- 1.2 The link block would join the south elevation of Knightsmead with the north elevation of Somers Heath and continue across the front (west elevation) of Somers Heath to form a new main reception. The link would provide 400 sqm of additional space.
- 1.3 Two minor extensions would also be carried out creating a short stretch of linking corridor within Knightsmead enclosing an area of courtyard and creating a new changing area comprising of 15sqm near the current entrance to Somers Heath.
- 1.4 The proposal also entails the installation of an 8m x 8m sail cloth umbrella sited within a play area.
- 1.5 Car parking is to be improved with an additional 24 spaces provided to the northeast of Knightsmead at the existing circle drive.

2.0 SITE DESCRIPTION

- 2.1 The school site is located within a residential area at the southern end of Foyle Drive, bounded by Fortin Close, Fortin Drive and Stifford Road.

3.0 RELEVANT HISTORY

Reference	Description	Decision
74/00111/FUL	Re-Cladding of existing 5' Fencing and erection of new 12' high Chain Link Fencing.	Approved
86/00207/CC	Recladding Works	Deemed Approved
93/00715/CC	Relocatable classroom	No objection
95/00014/CC	Continued use of one relocatable	No objection

	classroom	
96/00001/CC	Temporary classroom	No objection
97/00527/CC	Retention of one relocatable classroom (County ref: CC/THU/17/97)	No objection
02/00625/FUL	Erection of a 2 m high vertical bar fence and gates	Approved
04/01508/FUL	Ground floor rear extensions	Approved
06/00184/FUL	Entrance canopy.	Approved
09/00296/TBC	Alterations and extensions to existing car park.	Approved
13/00675/FUL	Proposed front extension and internal alterations.	Approved
14/00316/FUL	Two storey front extension and internal alterations.	Approved
15/00940/TBC	The provision of 1 no. double relocatable modular class base to provide additional teaching facilities for a temporary period of 18 months, and a single modular nursery to provide pre-school education also for a period of 18 months.	Approved (Temporary permission expiring 8 th April 2017)

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/16/00173/TBC

PUBLICITY:

4.2 This application has been advertised by the display of a public site notice, an advertisement in the local press and individual neighbour letters. No responses have been received. Members will be updated should any letters of representation be received.

ENVIRONMENTAL HEALTH:

4.3 No objections, subject to a condition.

HIGHWAYS:

4.4 No objections, subject to condition.

LANDSCAPE AND ECOLOGY ADVISOR:

4.5 No objections.

5.0 POLICY CONTEXT

National Planning Policy Framework

- 5.1 The NPPF was published on 27th March 2012. Paragraph 13 of the Framework sets out a presumption in favour of sustainable development. Paragraph 196 of the Framework confirms the tests in s.38 (6) of the Planning and Compulsory Purchase Act 2004 and s.70 of the Town and Country Planning Act 1990 and that the Framework is a material consideration in planning decisions. Paragraph 197 states that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.
- 5.2 The following headings and content of the NPPF are relevant to the consideration of the current proposals.
1. Promoting Healthy Communities
 4. Promoting sustainable transport
 7. Requiring good design Planning Practice Guidance (PPG)
- 5.3 In March 2014 the Department for Communities and Local Government (DCLG) launched its planning practice guidance web-based resource. This was accompanied by a Written Ministerial Statement which includes a list of the previous planning policy guidance documents cancelled when the NPPF was launched. PPG contains 42 subject areas, with each area containing several sub-topics. Those of particular relevance to the determination of this planning application comprise:
- Design; and
 - The use of planning conditions.

Local Planning Policy

Thurrock Local Development Framework

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

Thematic Policies:

CSTP12 – (Education and Learning)
CSTP22 – (Thurrock Design)¹

Policies for the Management of Development:

PMD1 (Minimising Pollution and Impacts on Amenity)¹
PMD2 (Design and Layout)¹
PMD8 Parking Standards
PMD9 Road Network Hierarchy

1: Wording of LDF-CS Policy and forward amended either in part or in full by the Focused Review of the LDF Core Strategy.

5.5 The Core Strategy has been subject to a focused review for consistency with the (NPPF). The focused review document was submitted to the Secretary of State for independent examination on 1 August 2013, and examination hearings took place on 8 April 2014. The Inspector's report was received in October 2014 and was approved by Council on 28th January 2015. Minor changes have been made to some policies within the Core Strategy; the policies affected by the changes are indicated above.

6.0 ASSESSMENT

6.1 The principle issues for consideration of this application are:

- i. Development plan designation and principle of development
- ii. Design and relationship of development with surroundings
- iii. Residential impacts
- iv. Access and parking
- v. Landscaping and ecology
- vi. Contaminated land

I. DEVELOPMENT PLAN DESIGNATION AND PRINCIPLE OF DEVELOPMENT

6.2 The land to which the application relates has no designation within the Core Strategy Interim Proposals Map and in such cases it is expected that the land will continue within the existing use(s). The proposal involves the provision of additional pupil accommodation associated with the existing use of the site as a school and as such there are no land use objections to the proposal.

6.3 The development would result in the significant improvement of facilities for the provision of the education provision, which is part of the Council's responsibility to meet its strategic vision for the Borough to improve the education and skills of local people. In this regard the development would also accord with the aims of Policy CSTP12 which aims to enhance educational achievement and skills in the Borough and ensure that facilities meet the current and future needs.

II. DESIGN AND RELATIONSHIP OF DEVELOPMENT WITH SURROUNDINGS

6.3 The extensions would be of a simple modular form which integrate with the existing building. The proposal would see much of the front elevation clad in blue and green panels (the school badge colours) which would update the school and provide visual stimulation. Policy PMD2 of the Core Strategy encourages high quality design and it is considered that this proposal would improve the overall appearance of the school. The proposal would comply with Policies PMD1 and PMD2 with regard to scale, mass, appearance and design.

III. RESIDENTIAL IMPACTS

6.4 The link extension would be 33m from the rear boundaries of the nearest houses. The other two minor extensions would not be closer to any residential properties than the existing footprint. Being single storey in nature and at a significant distance, the extensions would have limited impact upon the privacy or outlook of adjacent occupiers. The proposal would comply with Policy PMD2 with respect to the impact upon neighbour amenity.

IV. ACCESS AND PARKING

- 6.5 The proposal would see an additional 180 students, the same number accommodated when Knightsmead was open. The number of staff would increase by 26 which would be 9 fewer than when both schools were operational. An additional 24 parking spaces are proposed which satisfies parking standards required under Policy PMD8.
- 6.6 Access would be via Foyle Drive as existing and the reinstated circular drive off Fortin Close. The Council's Highway Officer has highlighted the need to effectively manage pupil set-down and pick-up and has requested a condition to agree details of management of the two accesses. An appropriate condition has been included.
- 6.7 Online Travel Plans would be required from all schools and, although there are no objections to the details in the submitted plan, a condition is requested that details be entered into the STAR system online. The Travel Plan must be updated regularly as long as the school is in use.

V. LANDSCAPING AND ECOLOGY

- 6.8 The Council's Landscape and Tree Advisor raises no objections, subject to conditions. Twelve trees must be removed to increase car parking. These trees are not particularly high quality specimens and it is proposed to replace with eleven trees which will have greater amenity value. Additional planting around the car park is proposed which will result in improved landscaping across the site.

VI. CONTAMINATED LAND

- 6.9 The site is a former landfill site. The applicant has submitted a Ground Investigation Report with the application which reveals that slightly elevated levels of Polycyclic Aromatic Hydrocarbons were found in an isolated area; the Report recommends that the site should be remediated either by paving over or replacing an amount of soil. The Council's Environmental Health Officer is in agreement with the findings of this Report and has recommended that details should be agreed by condition and appropriate steps taken prior to reopening of Knightsmead.

7.0 CONCLUSIONS AND REASON(S) FOR APPROVAL

- 7.1 The proposed development is considered acceptable in terms of policies CSTP12, CSTP22, PMD1, PMD2 and PMD8 of the Core Strategy and would not, subject to conditions, result in significant harm to the surrounding area in terms of residential amenity, visual amenity or highway safety.

8.0 RECOMMENDATION

It is recommended expressly for the purpose of Regulation 3(4) of the Town and Country Planning General Regulations 1992, permission be deemed to be granted for the above development, subject to compliance with the following:

Condition(s):

TIME LIMIT

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

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

ACCORDANCE WITH PLANS

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

Plan Number(s):		
Reference	Name	Received
13750.JV.1	Existing Site Layout	9th February 2016
5498.04.T1	Existing and Proposed Elevations	9th February 2016
5498.01.T2	Existing Ground Floor Layout	7th March 2016
5498.02.T2	Proposed Ground Floor Layout	7th March 2016
5498.03.T1	Existing and Proposed First Floor Layout	9th February 2016
5498.09.T1	Sections	9th February 2016
HBF.KSH.01	Tree Constraints Plan	9th February 2016
HBF.KSH.02	Proposed Soft Landscaping Plan	9th February 2016
AS-UMB-8-001	Proposed Umbrella	9th February 2016

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

MATERIALS

- 3 Notwithstanding the information on the approved plans, no development above ground level shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in strict 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 [2011].

PICK-UP AND SETDOWN FACILITIES

- 4 Details shall be submitted to and approved in writing by the Local Planning Authority showing the layout and dimensions of the proposed Pickup and Set-down facility accessed from Fortin Close. Such details shall be

implemented on site before occupation of the development hereby permitted. This facility shall also be provided concurrently for the entire time the site is put to the permitted use and for the purposes of pick-up and set-down for School Transport and accessible by users of the nursery use and School use for that purpose.

REASON: To ensure adequate facilities are provided for the purposes of pick-up and drop-off and school transport; In the interests of highway safety and efficiency.

ELECTRONIC TRAVEL PLAN

- 5 Prior to occupation of the development hereby approved, a School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority via the Mode Shift STARS Travel Plan process and retained and updated annually for the entire time the development is in use. The travel plan shall include a commitment for the investigation and implementation of highway safety improvements within the locality of the development to occur within 6 months of occupation.

REASON: To promote sustainable travel choices for both staff and pupils, in the interests of highway safety, efficiency and amenity.

UPDATABLE PARKING MANAGEMENT STRATEGY

- 6 Prior to the commencement of the development hereby approved, a Parking Management Strategy for the internal management of the site shall be submitted to and approved in writing by the Local Planning Authority. Details shall include a timetable for periodic review and a programme for implementation of changes to the Strategy. The approved plan shall be provided for the entire time the site is put to the permitted use.

REASON: In the interests of effective management of the site.

CEMP

- 7 Prior to commencement of the development hereby approved, an amended Construction Environment Management Plan shall be submitted to and approved in writing by the Local Highways Authority. This plan shall be adhered to during the construction phases of the development. The CEMP shall include (but not be limited to)
- i. Road condition before and after surveys being undertaken, from Stifford Road to the construction vehicle access. Any defects found to be caused by construction traffic will be maintained by the developer.
 - ii. Vehicle routing to and from the Strategic Road Network via the Aveley ByPass and prohibited in those areas where there are weight limits; particularly Stifford Hill, South Road and Ship Lane.
 - iii. Details of construction access and how this interacts with the school when it is open.

REASON: To ensure that the construction phases of the development do not material impact on the highway, in the interests of highways safety and efficiency

LANDSCAPING SCHEME

- 8 The landscaping scheme shall be completed as submitted during the first planting season after the date on which any part of the development is completed for occupation or in accordance with a programme of planting agreed in writing by the local planning authority. Any newly planted tree, including the 11 new trees proposed, shrub or hedgerow dying, uprooted, severely damaged or seriously diseased or existing tree, shrub or hedgerow to be retained, dying, severely damaged or seriously diseased, shall be replaced within the next planting season with others of the same species and of a similar size, unless the local planning authority gives prior written consent to any variation.

REASON: To ensure that the proposed development is satisfactorily integrated with its immediate surroundings and provides for the adequate protection of trees as required by policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

REMEDIATION

- 9 Before any part of the development hereby permitted is brought into use, details of the proposed remediation and validation of potential ground contamination shall be submitted to and approved in writing by the local planning authority. Development shall be implemented in accordance with the agreed remediation and validation details.

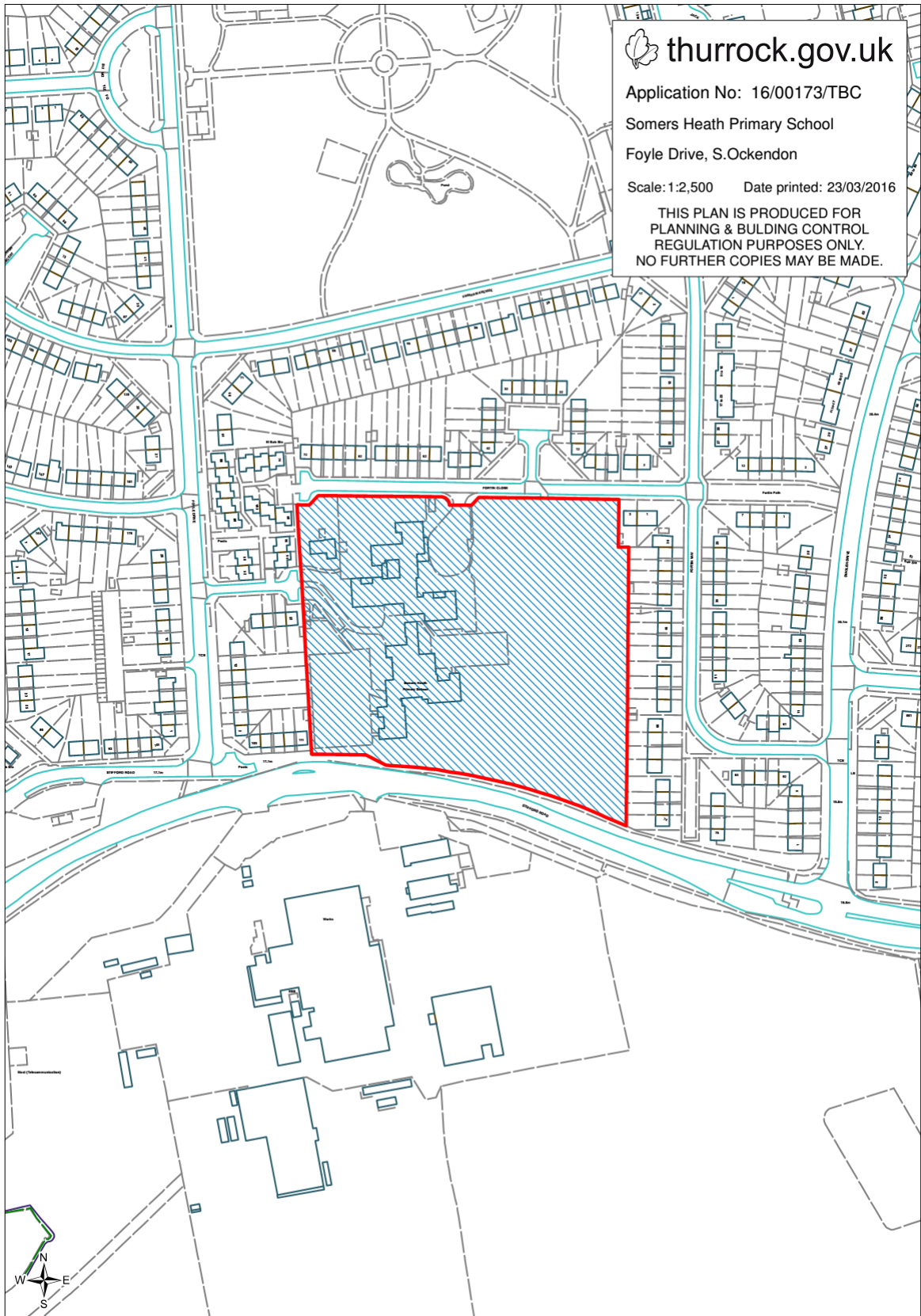
REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy PMD1 of the Thurrock Core Strategy and Policies for the Management of Development DPD [2011].

Documents:

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www.thurrock.gov.uk/planning/16/00173/TBC

Alternatively, hard copies are also available to view at Planning, Thurrock Council, Civic Offices, New Road, Grays, Essex, RM17 6SL.



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