

<p>Reference: 16/01120/OUT</p>	<p>Site: Intu Lakeside West Thurrock Way West Thurrock Essex RM20 2ZP</p>
<p>Ward: West Thurrock And South Stifford</p>	<p>Proposal: Part demolition of existing Debenhams store and demolition of existing bus station. Alteration and extension of the northern end of the shopping centre including erection of new buildings for uses within Use Classes A1-A5 and a new multi-storey car park. Erection of a new bus station and the alteration and extension of the shopping centre on its eastern side including the erection of new buildings for uses within Use Classes A1-A5. Provision of new public realm and landscaping area. Provision of Temporary Bus Station comprising works to existing surface car parking area, alterations of existing and construction of new vehicular, pedestrian and cycle access and egress arrangements and car parking and other ancillary works and operations.</p>

Plan Number(s):		
Reference	Name	Received
8525-SK-013-B	Existing Street Network	28th November 2016
8525-SK-014-C	Proposed Streetworks within intu Lakeside	1st December 2016
8525-SK-015-B	Block Plan and Uses	28th November 2016
080141-D-301-E	Parameter Plan 1: Outline Application Boundary	28th November 2016
080141-D-302-D	Parameter Plan 2: Existing Site Plan	28th November 2016
080141-D-303-D	Parameter Plan 3: Plot Plan	28th November 2016
080141-D-304-E	Parameter Plan 4: Minimum / Maximum Siting	28th November 2016
080141-D-305-D	Parameter Plan 5: Minimum / Maximum heights	28th November 2016
080141-D-306-E	Parameter Plan 6: Landscaping/Public Realm and Vehicle Access Works	28th November 2016
080141-D-307-D	Parameter Plan 7: Indicative Sections and Elevations Key	28th November 2016
080141-D-308-A	Parameter Plan 8: Proposed sections AA-	11th August 2016

	DD	
080141-D-309-A	Parameter Plan 9: Proposed Sections EE – GG	11th August 2016

The application is also accompanied by:

- Planning Summary
- Environmental Statement Volumes 1 (Non-Technical Summary), II (Technical Studies); III (Technical Appendices)
- Planning and Retail Statement
- Design and Access Statement
- Transport Assessment
- Statement of Community Involvement
- Sustainability Statement
- Energy Statement and BREEAM Pre-Assessment Report
- Flood Risk Assessment

Applicant:

Intu Lakeside Limited
c/o agent

Validated:

9 August 2016

Date of expiry:

23 December 2016 (Agreed
Extension of time)

Recommendation: Approve, subject to conditions and s106 agreement.

This application is scheduled for determination by the Council's Planning Committee because the application is considered to have significant policy or strategic implications (in accordance with Part 3 (b) Section 2 2.1 (a) of the Council's constitution).

1.0 DESCRIPTION OF PROPOSAL

1.1 This application seeks outline planning permission [with all matters reserved] for the expansion of the Lakeside Shopping Centre (LSC). The development comprises the following elements:

1. Part demolition of the existing Debenhams store and demolition of the existing bus station;
2. Alteration and extension of the northern end of the shopping centre including erection of new buildings for uses within Use Classes A1-A5 and a new multi-storey car park;
3. The alteration and extension of the shopping centre on its eastern side including the erection of new buildings for uses within Use Classes A1- A5;
4. Construction of a new bus station;
5. Provision of Temporary Bus Station comprising works to existing surface car parking area;
6. Provision of new public realm and landscaping areas;

7. Alterations of the existing and construction of new vehicular, pedestrian and cycle access and egress arrangements, car parking and other ancillary works and operations.

1.2 The application is substantially the same as application 11/50433/TTGOUT which was approved on 11 March 2013. In comparison this application proposes the following differences:

- The red line site area has been reduced in size as the application does not include the Northern Link Road which has now been constructed under planning approval 12/50446/TTGFUL;
- The temporary bus station was previously proposed to be sited to the western side of the LSC but due to the 'Lakeside Leisure' proposals through applications 13/00880/OUT and 16/01228/REM, the temporary bus station is proposed to be located on car park no.8 in the north east corner of the site.
- The bus, cycle and pedestrian link to the north of the centre as proposed through the earlier outline scheme [11/50433/TTGOUT] has been implemented under planning approval 12/50446/TTGFUL.

1.3 The following describes the development and provides references for the various elements of the proposal that will be used within this report;

“Northern extensions” - Part demolition and alteration of existing two-storey Debenhams store which comprises the northern part of the existing LSC mall. Extension of the northern end of the LSC mall including erection of new buildings to the north and east for uses falling within A1 (Shop), A2 (Financial and Professional Services), A3 (Restaurant & Cafe) & A5 (Hot Food Take-away) of the Uses Classes Order. Erection of a multi storey car park. These extensions are referenced and described below:

“LSC1” – To provide an extended shopping mall in the location of the existing Debenhams store over 3 internal levels with 21 units (12 on level 1 and 9 on levels 2 and 3 with mezzanine floors) and a new department store at the northern end of the extension all fronting onto the mall. To the east of the LSC, adjacent to the pedestrian entrance currently from car parks no.'s 5 and 6, this extension would provide 2 units over 2 internal levels. The height parameter of the building is between +22.82 to +23.44m Above Ordinance Datum (AOD).

“LSC2” – A two storey extension to the east of LSC1 within existing car park no.6 to provide standalone units accessed separately from the existing mall. The front elevation of these units would face south fronting onto an outdoor street forming part of an area of public realm. The height parameter of the building is between +21.25 to +23.25m AOD. An enclosed service yard area

would be located to the north of these units and accessed via the eastern internal road around the LSC.

“LSC3a” – A two storey detached building located within the proposed area of public realm stated above to provide standalone retail units accessed separately from the existing mall. The height parameter of the building is between +13.45 to +19.45m AOD.

“LSC3b” – A two storey extension to the east of the existing mall fronting onto the new area of public realm. The height parameter of the building is between +13.45 to +19.45m AOD.

“LSC5” - Construction of a new multi-storey car park to the north east of the Mall in the location of the existing car park no.6. Access would be provided via the northern section of the internal road around the LSC. The car park would have 9 internal levels. The height parameter of the building is between +17.6 to +21.25m AOD. Whilst part of the development is on an existing surface level car parks, given the proposed provision within the multi-storey car park, the application proposes no net gain in car parking within LSC.

“Public Realm” – As referred to above an area of public realm would be created at the south eastern part of the northern extension area where units within LSC2, LSC3a and LSC3b would front onto including an outside pedestrianized street and square linking the LSC eastern entrance, the existing eastern internal road and reduced sized car park no.5.

“South-Eastern extensions” - Alteration and extension of the shopping centre on its south-eastern side including the erection of new buildings for uses within use classes A1-A5. These extensions are referenced and described below.

“New Bus Station” – Located within existing car park no.3 the new bus station would link to the adjacent existing enclosed pedestrian bridge link to Chafford Hundred Railway Station. The indicative plans detail 8 bus stands and a segregated ingress and egress within the internal road structure for bus use only. The indicative plan shows an area of landscaping to the east of the bus station, two areas of public realm space and revisions to a reduced sized car park no.3.

“LSC4a” – Single storey extension to the existing mall built over the existing service road to the east of the mall. These units together with LSC4b described below are proposed to be located within and access via LSC4c which proposes a new extension that would provide a covered entrance to the mall and bus passenger waiting facility. The height parameter of the building is between +14.14 to +15.64m AOD.

“LSC4b” – A one or two storey extension to the north of multi-storey car park no.2 and south-east of the mall entrance. This unit is illustrated as a convenience store. The height parameter of the building is between +18.64 to +20.64m AOD.

“LSC4c” – Single storey extension which would provide a covered entrance to the mall. It would be fronted by LSC4a and LSC4b described above. This foyer would provide an enclosed waiting place for bus passengers and incorporate seating and bus telematics. Passengers would be set down and picked up from the external bus stops located immediately to the front of LSC4c. The waiting place would contain a series of doors that would open when the bus is at its stand and ready to receive passengers. The height parameter of the building is between +14.14 to +15.64m AOD.

“Temporary bus station” – To be located in existing surface car park no.8 and part of car park no.7 to the north eastern corner of the LSC site. This would result in the temporary loss of 600 parking spaces for a 12 month period, allowing for temporary construction work and the car park reinstatement. This temporary bus station facility is planned to be operational between September 2017 and May 2018.

“Changes to highway infrastructure” - Alterations of existing and construction of new vehicular, pedestrian and cycle access and egress arrangements, car parking and other ancillary works and operations. This includes the following;

“Works 1” - A new 2.5m wide pedestrian and cycle path is proposed to the north of the mall running east-west the north side of the northern part of the internal road around the LSC linking to two existing roundabout junctions and crossing points. To the south of the road an indicative plan shows a footpath running alongside the eastern elevation of the LSC5 and LSC2 extensions.

“Works 2” – To the south east of the LSC the internal road around the LSC would be revised as a result of the new bus station location. At present the access provides four traffic lanes with two in each direction. The proposed new bus station would result in changes to the access and egress onto this section of internal road changing the road layout into two lanes, one for each direction, and this will allow a formal right turn lane to be provided for access into the bus station.

“Works 3” – To the south west of the LSC the traffic lanes would be altered from four traffic lanes to three traffic lanes and a new improved footway would be located along western side of this road along the eastern side of Lake Alexandra.

1.4 The tables below summarises some of the main points of detail contained within the development proposal.

Table 1: Summary

Land Use Allocation:	LDF Core Strategy Inset Map (West): Shopping Centre
Site Area:	8.6ha
Number of Units	30-40 new shops
Parking	Car parking provision to match existing capacity (c.13,000 spaces) with surface car parking lost as part of the development being replaced in a new Multi-storey car park.
Employment	Up to 1,780 temporary construction jobs Once completed, up to 2,930 net additional jobs at the LSC. Up to 900 jobs indirectly supported elsewhere in the region through wage and supplier spending (D&A, p20)
Total Capital Investment	£195m over three years (D&A, p20)
Current Lakeside Shopping Centre	<p>Circa 133,000 sq.m Gross Retail Space comprising over 250 shops including 4 Anchor Stores.</p> <p>A food court plus 30 cafes and restaurants, banks, building societies, travel agents, leisure uses including a cinema).</p> <p>Based on Economic Impact report in 2016 it is recognised that the LSC supports over 6,200 permanent jobs (8% of the total employment in the Thurrock Borough) growing to almost 8,000 job when taking into account indirect and induced jobs in the region. This generates an economic output of £267m.</p>

Table 2: Development Floorspace Summary

Scheme components	Demolition / part demolition and rebuild (GIAm²)	Total New Build (GIAm²)	Net Change (GIAm²)
<i>Northern Extension (Plots LSC1, LSC2 & LSC3)</i>	11,628	53,544	41,917
<i>New bus station and associated facilities</i>	155	4,762	4,607
<i>Multi-storey car park (Plot LSC5)</i>	0	24,103	24,103
TOTAL	11,783	82,409	70,626

Note: Figures quoted are Gross Internal Areas (GIA) – this is the area of a building measured to the internal face of the perimeter walls at each floor level and as such include communal areas such as the Mall, service corridors, lift & stair cores, service accommodation, and demise partitions.

Table 3: Development Floorspace by Use Class

Use Class / Type of Use	Proposed net additional Gross Internal Area (sq.m)
A1 (Shops)	37,651* (*of which up to a maximum of 1,991 would be convenience goods retail the remainder comparison goods retail GIA) Net Additional Net Sales Area (NANSA) is 30,121sq.m
A2 (Financial and Professional Services) A3 (Restaurants & Cafes) A4 (Drinking Establishments) A5 (Hot Food Takeaway)	3,053 – 4,884
Subtotal	40,704
Multi Storey Car Park	24,103
Mall space and other communal areas	5,819

TOTAL	70,626
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1.5 The following planning obligations are offered with this development:

No.	Heads of Terms
1	Bride Over Lake - A new footpath link through a bridge over Lake Alexandra.
2	Footpath Link to West Thurrock Way - Provision of New or Improved Linkages through a new footpath link to West Thurrock Way in an area to be agreed.
3	Public Realm Improvements and Public Realm Contribution – an offer of £100,000 for public realm works.
4	VMS (Variable Messaging System).
5	Travel Plan – to include future monitoring arrangements, and A Public Transport Contribution of £325,000.
6	Local Labour and Education/Training Initiatives - including A. Education and Training Facilities B. Apprenticeships C. Local Employment D. Local Procurement for business use/contractors
7	Rights of Access – Access rights to facilitate access to South East Rapid Transit System (SERT). For a future public transport and pedestrian/cycling link (with no access to other vehicular traffic) to land to the north of Arterial Road (A1306). Provide a route to kept available at all times through the Lakeside Shopping Centre for when the buses and trains are operating. In the event that the Arena Essex site is developed for either housing, retail or leisure uses access rights shall be provided to enable the construction of a footpath from the A1306 along the spiral access to the Lakeside Shopping Centre.
8	Safeguarding Route for Pedestrian/Green Bridge over West Thurrock Way - An area of land to be made available for this.
9	The Bus Station – Provision of Land for Future Expansion of the Bus Station.
10	Complementary Planning Strategies Contribution of £185,000 for pursuing planning strategies in Grays town centre or elsewhere in the Borough of Thurrock.
11	Basin Wide Car Park Management Regime – To supply real time car park capacity information through signage boards. To allow the Council to install real time variable message signage and

information boards on the entrances to the Lakeside Shopping Centre.

- 1.6 Under the Town and Country Planning (Environmental Impact Assessment Regulations) 2011 (as amended) the proposed development falls within 'Schedule 2' as 'EIA development'. The proposal includes an Environmental Statement (ES) demonstrating that an Environmental Impact Assessment (EIA) has been undertaken to accompany this planning application and this information is considered as part of the planning assessment in section 6 of this report. The EIA considers the construction and operational phases (when the development is complete and occupied) of the development as part of its assessment.

2.0 SITE DESCRIPTION

- 2.1 The Lakeside Shopping Centre (LSC) is located in the north-eastern part of the Lakeside basin. At the heart of the LSC is a shopping mall whose principal internal orientation is along a north-south axis. The main retail offer is located over two floors, with a food court on a smaller and centrally located third floor. The LSC contains a comprehensive range of national multiple comparison retailers and a considerable number of cafés and fast-food restaurants. The Lakeside Boardwalk contains a range of restaurants orientated towards Lake Alexandra and accessed externally to the mall. LSC also contains a cinema located north of the Lakeside Boardwalk.
- 2.2 The surface level car parks to the east and multi-storey car parks to the south, west and north east of the mall provide circa 13,000 parking spaces. LSC has its own bus station, located externally at the northern end of the mall. This currently serves 13 principal bus routes.
- 2.3 This outline application relates to 9.6 hectares of land to the north and east of the LSC which is currently occupied by existing bus station, car parks no.'s 5, 6 and 3.
- 2.4 Beyond the LSC to the north is chalk cliff face of the Lakeside Basin and the Arterial Road, West Thurrock (A1306); to the east is A126 dual carriageway, railway line linking Grays with Upminster and Chafford Hundred; to the south within the Lakeside Basin is West Thurrock Way and further commercial uses; and to the west beyond Lake Alexandra is a supermarket and a retail park.
- 2.5 Chafford Hundred train station is located approximately 150m from the nearest entrance point to LSC. Access from LSC is gained by way of an enclosed footbridge link over the A126, which also links with Chafford Hundred for pedestrian access to the site. Chafford Hundred Train Station is located upon the Fenchurch Street, London to Grays line which is operated by C2C. There are a total 13 bus services serving the LSC with 7 of these operating on a frequency of 20 minutes or

better. Services operate at approximately 30 minute frequency. The National Cycleway Network runs along the southern boundary of LSC site.

3.0 RELEVANT HISTORY

3.1 The site has extensive planning history and the most relevant applications are listed below:

Planning Reference	Description of Application	Decision
11/50433/ TTGOUT	Part demolition of existing Debenhams store and demolition of existing bus station. Alteration and extension of the Northern end of the shopping centre including erection of new buildings for uses within use classes A1-A5 and a new multi-storey car park. Erection of a new bus station and the alteration and extension of the shopping centre on its Eastern side including the erection of new buildings for uses within use classes A1-A5. Provision of new public realm and landscaping area. Provision of temporary bus station comprising works to existing surface car parking area, alterations of existing and construction of new vehicular, pedestrian and cycle access and egress arrangements and car parking and other ancillary works and operations.	Approved 11.03.2013
12/50446/ TTGFUL	Provision of a new bus, cycle and pedestrian link road / path between Lakeside Shopping Centre and the Tesco Store, across the northern end of Lake Alexandra (Northern Link Road)	Approved 28.03.2012 and implemented
14/00812/ NMA	Minor amendment to the alignment of the west end of the northern link road permitted under ref: 12/50446/TTGFUL in order to avoid Tesco's delivery service yard.	Approved 08.09.2014
16/00812/ SCO	Request for an Environmental Impact Assessment (EIA) Scoping Opinion: Proposed extension to the Intu Lakeside shopping centre (Intu Lakeside)	Scoping Opinion issued 08.07.2016
12/00524/ FUL	Hotel and food and drink establishments	Approved and under construction

In addition to the cases set out above, the 'Lakeside Leisure' proposal on the western side of the LSC was approved outline permission on 1 April 2014 (application reference 13/00880/OUT). At the November 2016 Planning Committee Members resolved to approve the reserved matters application for the 'Lakeside Leisure' proposals for phase 1 of the development (application reference 16/01228/REM).

4.0 CONSULTATIONS AND REPRESENTATIONS

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

4.2 PUBLICITY:

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

4.3 ANGLIAN WATER:

No response.

4.4 EDUCATION:

No education contribution is required.

4.5 EMERGENCY PLANNER:

No objection.

4.6 ENVIRONMENTAL HEALTH:

No objection subject to conditions.

4.7 ENVIRONMENT AGENCY:

No objection providing conditions regarding contaminated land are imposed. In terms of flooding the Local Planning Authority will need to undertake the Sequential Test and raise no objection to the Flood Risk Assessment.

4.8 ESSEX AND SUFFOLK WATER:

No objection.

4.9 FLOOD RISK MANAGER:

No objection subject to a condition.

4.10 HEALTH AND SAFETY EXECUTIVE:

No response.

4.11 HIGHWAYS:

No objections subject to conditions and planning obligations.

4.12 HIGHWAYS ENGLAND:

No objection.

4.13 LANDSCAPE AND ECOLOGY:

No objections.

4.14 NATIONAL GRID:

There are National Grid apparatus within the vicinity of the site and therefore National Grid shall need to be informed on the site.

4.15 NATURAL ENGLAND:

No objections in terms of statutory designations and advise the Local Planning Authority to review Standing Advice with regard to protected species. Biodiversity and Landscape Enhancements should be used where possible.

4.16 NETWORK RAIL:

No objection.

4.17 STRATEGIC LANDSCAPE:

No objection.

4.18 BASILDON COUNCIL:

No response.

4.19 BRENTWOOD COUNCIL:

No response.

4.20 CASTLE POINT COUNCIL:

No response.

4.21 CHELMSFORD CITY COUNCIL:

No objection.

4.22 DARTFORD COUNCIL:

No response.

4.23 GRAVESHAM BOROUGH COUNCIL:

No response.

4.24 LONDON BOROUGH OF BARKING AND DAGENHAM:

No response.

4.25 KENT COUNTY COUNCIL:

No response.

4.26 LONDON BOROUGH OF HAVERING:

No response.

4.27 LONDON BOROUGH OF REDBRIDGE:

No response.

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:

- Core Planning Principles
- Building a strong, competitive economy
- Ensuring the vitality of town centres
- Promoting sustainable transport
- Requiring good design
- Promoting healthy communities
- Meeting the challenge of climate change, flooding and coastal change
- 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 48 subject areas, with each area containing several subtopics. Those of particular relevance to the determination of this planning application comprise:

- Air Quality
- Climate Change
- Consultation and pre-decision matters
- Design
- Ensuring the vitality of town centres
- Environmental Impact Assessment
- Flood risk and coastal change
- Health and wellbeing
- Land affected by contamination
- Light pollution
- Natural Environment
- Noise
- Planning obligations
- Renewable and low carbon energy

- Transport evidence bases in plan marking and decision taking
- Travel plans, transport assessment and statements in decision making
- The use of planning conditions
- Viability

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 following Core Strategy policies also apply to the proposals:

OVERARCHING SUSTAINABLE DEVELOPMENT POLICY

- OSDP1: Promotion of Sustainable Growth and Regeneration in Thurrock¹

SPATIAL POLICIES

- CSSP2: Sustainable Employment Growth
- CSSP3: Infrastructure

THEMATIC POLICIES

- CSTP6: Strategic Employment Provision
- CSTP7: Network of Centres
- CSTP8: Viability and Vitality of Existing Centres²
- CSTP9: Well-being: Leisure and Sports
- CSTP10: Community Facilities
- CSTP13: Emergency Services and Utilities
- CSTP14: Transport in the Thurrock Urban Area
- CSTP15: Transport in Greater Thurrock
- CSTP16: National and Regional Transport Networks
- CSTP19: Biodiversity
- CSTP20: Open Space
- CSTP22: Thurrock Design
- CSTP23: Thurrock Character and Distinctiveness²
- CSTP25: Addressing Climate Change²
- CSTP27: Management and Reduction of Flood Risk²
- CSTP33: Strategic Infrastructure Provision

POLICIES FOR MANAGEMENT OF DEVELOPMENT

- PMD1: Minimising Pollution and Impacts on Amenity²
- PMD2: Design and Layout²
- PMD5: Open Spaces, Outdoor Sports and Recreational Facilities

- PMD7: Biodiversity, Geological Conservation and Development
 - PMD8: Parking Standards³
 - PMD9: Road Network Hierarchy
 - PMD10: Transport Assessments and Travel Plans²
 - PMD12: Sustainable Buildings²
 - PMD13: Decentralised, Renewable and Low Carbon Energy Generation
 - PMD14: Carbon Neutral Development
 - PMD15: Flood Risk Assessment²
 - PMD16: Developer Contributions
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- Emerging Design Strategy SPD (Supplementary Planning Document)

[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

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

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 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

6.1 The principles issues to be considered with this case are:

- I. Plan designation and principle of development
- II. Retail Impact
- III. Urban design, townscape and visual impacts
- IV. Sustainable Buildings and Energy Consumption
- V. Transport, access and parking
- VI. Air quality
- VII. Noise
- VIII. Flood risk and drainage
- IX. Ecology
- X. Ground conditions and contamination
- XI. Infrastructure improvements (s.106 contribution)
- XII. Socio-Economic Effects

i. PLAN DESIGNATION AND PRINCIPLE OF DEVELOPMENT

6.2 The principle of the development has been established by the grant of outline planning in 2013 consent under planning reference 11/50433/TTGOUT and this permission remains live until 11 March 2017. This current application seeks in effect to renew the outline permission 11/50433/TTGOUT but with the changes as listed in paragraph 1.3 of this report. In summary the changes are to reflect the updated position following the more recent planning permissions including the Northern Link Road with associated permissive pedestrian and cycle routes, and a revised location for the temporary bus station due to the 'Lakeside Leisure' proposals.

6.3 In granting permission for 11/50433/TTGOUT, the Council was satisfied that the proposal accorded with a range of Development Plan policies relevant at the time of application. Since the grant of permission in 2013, the Regional Spatial Strategy has been abolished and the Planning Policy Guidance introduced. The LDF Core Strategy has also been reviewed to ensure compliance with the NPPF. However, despite the changes to the policy framework, the principle of the development remains sound.

ii. RETAIL IMPACT

- 6.4 The previous outline permission established that the development and additional retail floorspace provision was acceptable. There have been no policy change to policy CSTP7 (Network of Centres) of the LDF from the Focus Review nor to the NPPF.
- 6.5 Point 1 of policy CSTP7 refers to the ‘New Lakeside Regional Centre’ which ‘supports the transformation of the northern part of the Lakeside Basin into a new regional centre’ (note regional centre is defined in paragraph 3.25 of the LDF as being a town centre). The policy states that this will be achieved through a detailed chapter of the Site Specific Allocations and Policies DPD and the Lakeside Implementation and Delivery SPD, however, the draft DPD is no longer being continued on the advice of the Planning Inspectorate and instead a new Local Plan is being produced, as explained in section 5 of the report. The requirements of the remaining parts of point 1 of the policy remain. This allows for the expansion of the New Lakeside Regional Centre for an increased retail floor space of up to 50,000m² of net comparison goods floorspace and at least 4,000m² of convenience goods floorspace (Class A1 use). The policy also identifies the opportunity for expansion to include new employment and other service floorspace to broaden the employment base, and commercial leisure floorspace including food and drink uses, consistent with the function of a regional centre.
- 6.6 The proposed development accords with the floor space limitations of Policy CSPT7. The table below sets out the level of floorspace that would be created through the development.

Table 4: Development Floorspace by Use Class

Use Class / Type of Use	Proposed net additional Gross Internal Area (sq.m)
A1 (Shops)	37,651* (*of which up to a maximum of 1,991 would be convenience goods retail the remainder comparison goods retail GIA) Net Additional Net Sales Area (NANSA) is 30,121sq.m
A2 (Financial and Professional Services) A3 (Restaurants & Cafes) A4 (Drinking Establishments) A5 (Hot Food Takeaway)	3,053 – 4,884

Subtotal**40,704**

The agent's 'Planning and Retail Statement' identifies that the level of retail provision is necessary for the LSC to meet demand from retailers and to maintain its LSC's position in the retail hierarchy.

- 6.7 In terms of the NPPF, chapter 2 paragraph 24 seeks to ensure the vitality of town centres and requires local planning authorities to apply a 'sequential test' to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up to date Local Plan. The LSC is considered to be part of the New Lakeside Regional Centre based on the information contained within policy CSTP7 and the LSC's main function is to operate as a 'primary shopping area' with a town centre role.
- 6.8 In terms of the sequential test the proposal would involve town centre uses within an 'existing centre' in the form of the 'New Lakeside Regional Centre' as defined in policy CSTP7, and secondly, when compared to the requirements of chapter 2 of the NPPF, policy CSTP7 is considered to be an up to date Local Plan (LDF) policy. On this basis there is no requirement for the local planning authority to apply the sequential test to this application.
- 6.9 The retail impact of the proposed development is acceptable in terms of Chapter 2 of the NPPF and LDF Core Strategy Policy CSTP7 (Network of Centres).

iii. URBAN DESIGN, TOWNSCAPE AND VISUAL IMPACTS

- 6.10 It should be noted that the information provided in the DAS and the Parameters Plans are the same as the previous outline approval with the only differences being those set out in paragraph 1.3 of this report.
- 6.11 As an outline application with all matters reserved the finer details of the layout, scale, appearance, access and landscaping would be agreed through any future reserved matters application. Nevertheless the Parameter Plans are for determination with this application and these plans, if approved, will establish the extent of the development, minimum and maximum building lines and heights, and the extent of the proposed access within the site. To assist further the Design and Access Statement (DAS) provides an illustrative guide to the proposed development.
- 6.12 As stated in section 1 of this report the proposal is mainly split into two development areas at the LSC with these being the northern extension and the south-eastern extension. The Parameter Plans and DAS guidance is assessed below.

Access

- 6.13 Parameter Plan 6 'Public Realm and Vehicle Access Works' and the DAS shows the proposed new access arrangements.
- 6.14 For the northern extension the existing service access arrangements would be retained. The service access running along the eastern elevation of the LSC would be more enclosed and partly covered by the new development. The existing internal road along the northern side of the LSC would remain with the addition of a new footway/cycleway shown on the northern side of the road which would lead to a crossing point at the existing roundabout junction to the north east car park no.6 and a new footway running along the eastern side of 'LSC5' and 'LSC2'. An ingress and egress access point into the new multi-storey car park 'LSC5' would be located along the existing northern internal road. The existing internal road along the eastern side of the LSC would remain unchanged apart from revised access arrangements on its western side to include a new service access for 'LSC2' and a new access into the existing car park no.5. The existing bus station location and car park no.6 and part of car park no.5 would be replaced by the northern extensions. This location would lead to the creation of external walkways and an area of landscaping as part of the public realm to a new outdoor street where retail and restaurant/cafe units would be located within a public realm area. These walkways would lead into the existing entrance currently accessed from car parks no.5 and no.6 in the north east corner of the LSC.
- 6.15 For the south-eastern extension the existing road network would be modified to accommodate the new bus station with the loss of part of the existing car park no.3. The extension to the store would also be built to bridge over the existing service road at the eastern side of the LSC. 'Works 2' would create new footway/cycleways around the south eastern side of the LSC connecting to the bus station. An existing footway linking the Boardwalk with the roundabout to the south of the LSC would be upgraded and would link to the new footway/cycle routes around the south eastern, south and south western areas of the LSC ('Works 2' and 'Works 3') and linking to the 'Lakeside Leisure' area, which is generally welcomed as an alternative and formal route around the LSC increasing opportunities for travelling by walking and cycling. Another proposed footway exiting the western elevation of the multi storey car park to the west of the LSC would lead to a crossing point on the western internal road allowing access to the new dual footway/cycleway route and a proposed viewing platform, which again represent acceptable improvements to this area of the site.

Layout and Use

- 6.16 Parameter plans 3 'Plot Plan', 4 'Minimum / Maximum Siting' and the DAS show the locations of the layout of the development.
- 6.17 For the northern extension the DAS includes indicative details to show how the internal layout of the extensions to the store would work within 'LSC1' and 'LSC2' showing the potential arrangement of retail and non retail units along with the external areas. Within 'LSC1' the extension, internally, would represent a continuation of the existing mall.
- 6.18 Externally, within the northern extension location, areas of public realm would be created to areas 'LSC1', 'LSC2' and 'LSC3a' and 'LSC3b', which represents a modern approach found within newer shopping malls such as Westfield Stratford which has open external areas as well as the internal shopping mall. This area of public realm would include retail and non-retail uses such as café/restaurants which would benefit from outdoor space for likely outdoor seating and dining opportunities.
- 6.19 The 'LSC5' multi storey car park and part of 'LSC2' includes an enclosed service yard that would both be sited on the eastern side of the building and would be seen by vehicles arriving from one of the main access points to the LSC from the Arterial Road (A1306) to the north, although elevation details are not for determination such details shall need to be carefully considered for the future reserved matters application to ensure a high quality and welcoming environment is created.
- 6.20 The layout of the south-eastern extension is indicatively shown in the DAS to represent a continuation of the internal shopping mall to this location and provide a complete enclosed area for pedestrians leaving the LSC travelling to the existing footbridge to the Chafford Hundred railway station through 'LSC4c'. Within this extension further retail or non-retail units would front onto an enclosed concourse area which is defined as 'LSC4c' as part of the bus station with connections to the bus stands. The opportunity for a convenience store is shown in the DAS indicative drawings nearest the footbridge location within the location of 'LSC4b'. Externally the layout shows the bus station occupying the existing car park and a much reduced area of public realm on this side of the LSC, which is unfortunate but it is recognised that the 'Lakeside Leisure' proposals would provide an overall increase and improvement to public realm at the LSC.

Scale and Form

- 6.21 Parameter Plan 5 'Minimum / Maximum heights' details the minimum and maximum building height Above Ordinance Datum (AOD) and the following Parameter Plans shows the block and massing through a series of section drawings. These are Parameter Plan 7 'Indicative Sections and Elevations Key', Parameter Plan 8

'Proposed sections AA-DD' and Parameter Plan 9 'Proposed sections EE-GG'. Furthermore the DAS demonstrates the massing and block structure of the proposed extensions.

- 6.22 The northern extension would bring the LSC much closer to the road network. This would give the building more prominence particularly on the vehicular access route into the site from the Arterial Road (A1306) to the north.
- 6.23 It is recognised through Parameter Plan 5 that the northern extension to the LSC, through 'LSC1', 'LSC2' and 'LSC5' is proposed to be one storey taller than the existing buildings and this is more clearly shown in the indicative massing drawing in the DAS. Taking into account the wider context of the overall LSC this increase in height is not considered to be an issue as the site is located within the Lakeside Basin which as a former quarry has a lower ground level than nearby developments and the road network. This lower ground level can allow for this increase in scale as the proposed development is located adjacent to the chalk walls of this former quarry which would help lessen the scale impact.
- 6.24 The scale and height of the south-eastern extension would be similar to the existing LSC with the highest element of the block structure shown in the indicative massing drawing in the DAS to be located nearest the existing footbridge which crosses the A126 and links to the railway station. There are no issues raised to the scale of this southern extension to the LSC.

Appearance and Materials

- 6.25 Other than the appearance issue considered in the 'layout and use' section of this report the overall appearance and use of materials for the extensions will be detailed in the reserved matters application with samples of materials agreed through planning condition. However, the DAS includes a number of illustrative photomontages to show the potential finishing of the appearance of the extensions of the LSC reflecting a modern and contemporary design approach, which provide an updated appearance to part of the LSC bring forward high quality design as required by the relevant LDF policies.

Landscaping

- 6.26 Parameter Plan 6 'Public Realm and Vehicle Access Works' shows locations of landscaping areas. The DAS details how connections would be made through landscaping and includes illustrative landscape concept plans, illustrative cross sections, illustrative planting styles and a tree strategy..

Townscape and Visual impacts

- 6.27 The ES has assessed the Townscape and Visual considerations of the development identifying that the existing townscape character is considered to be of 'low value' with the surrounding open land and residential areas to be considered of 'medium value'. A number of viewpoints have been used to inform the Townscape and Visual assessment but with this outline application these can only show the extent of the development in terms of scale/height and siting as no external elevations have been produced at this stage, as these will be detailed in the reserved matters. The impact upon the surrounding landscape is lessened due to the LSC being located within the Lakeside Basin and where existing established landscaping and infrastructure help screen the site.
- 6.28 The ES considers that the proposed development would result in a 'high degree of change' but this would be result in a 'moderate beneficial townscape effect'. Overall the ES states that no significant adverse environmental effects will occur and that the change to townscape and views will be beneficial. The Council's Landscape and Ecology Advisor considers this conclusion to be appropriate and raises no objection to the development proposals.
- 6.29 In conclusion under this heading, the urban design, townscape and visual assessment of the proposed development is acceptable in terms of Chapter 7 of the NPPF and LDF Core Strategy Policies CSTP22 (Thurrock Design), CSTP23 (Thurrock Character and Distinctiveness) and PMD2 (Design and Layout). .

iv. SUSTAINABLE BUILDINGS AND ENERGY CONSUMPTION

- 6.30 The application includes an Energy Statement and BREEAM Assessment and this explains that as this application is in effect a renewal of the previous outline permission the approach to sustainable building and energy consumption reflects that of the previous outline application. This states that energy measures will be further considered once the development progresses through the reserved matters to demonstrate measures installed to reduce CO2 emissions in the interests of climate change.
- 6.31 The BREEAM Assessment demonstrates that a 'very good' rating can be achieved which is the same level as agreed through the previous outline application and this can be secured through a planning condition.

v. TRANSPORT, ACCESS AND PARKING

- 6.32 Chapter D of the ES assesses the transport and travel impacts of the development with the Transport Assessment (TA) and Travel Plan (TP) appended to the ES documents. The site is located in a sustainable location and can be accessed by

road and rail. The road network provides good access to the A13 and M25 routes. Numerous bus routes service the LSC. The site can also be accessed by cycle and on foot from a range of directions, although the safest pedestrian route to the LSC is via the covered footbridge which also connects to the nearby Chafford Hundred rail station (155m away).

- 6.33 Works are proposed to some of the internal roads around the LSC and these are listed in paragraphs 1.4 of the report. 'Works 1' would create a new footway/cycleway route connecting with the existing Northern Link Road footways and would run along the northern side of the road to the north of the LSC up until the roundabout junction where it is shown on Parameter Plan 6 to be linked to the eastern side of the northern extensions to the LSC with these details to be confirmed through the reserved matters. Parameter Plan 6 shows 'Works 2' and 'Works 3' would allow access to the proposed new bus station and reduce the road widths to allow for footway/cycleway routes to be provided bordering the existing multi storey car parks and would link with the 'Broadwalk' area where a proposed footway/cycleway would run alongside the western roadside. These works would improve pedestrian and cycle linkages to accord with policy CSTP14 (Transport in the Thurrock Urban Area) around the LSC and are welcomed.
- 6.34 The new bus station and associated highway infrastructure would replace most of car park no.3; there are no objections to a new bus station in this location because it would allow for better connections with the existing footbridge and the Chafford Hundred railway station in accordance with the requirements of policy CSTP14 (Transport in the Thurrock Urban Area).
- 6.35 A temporary bus station is required before the new bus station is implemented and this would be located in car park no.8 to avoid disruption to car parks closer to the LSC. The temporary bus station along with the northern extension would lead to a temporary loss of car parking for 12 months in car parks no.8 and no.7.
- 6.36 For the construction phase of the development the main construction compound would be located in the existing coach park location. Contractors would visit this construction compound to park their own vehicles and then use a shuttle bus to access the site and the satellite compound area, which would be located in part of car park no.5. This approach reduces the need for contractors to use the LSC car parks which would remain for shoppers/customers of the LSC, and minimises vehicle trips between the site compounds. The ES explains that concrete materials would be delivered to the development site for immediate use rather than stored at the main construction compound area and then transported to the site. Details can be secured through the Construction Environmental Management Plan (CEMP) planning condition.

- 6.37 In terms of vehicle movements, both the construction and operational phases trip generation forecast remains the same as the previous application and has been assessed through the Transport Assessment (TA) against the baseline 2016 traffic surveys and against other major planning permissions in the area since March 2013, which is the date of the previous outline permission. The TA concludes that the proposed development would not have a material impact upon the highway network. The conclusions of the TA are agreed by the Council's Highway Officer.
- 6.38 The existing car park arrangements provide 12,578 spaces and the proposal would involve the loss of car parking but this would be staggered in terms of timings through the construction process to avoid closure of certain car parks at the same time to minimize disruption. By the time the new bus station development is under construction the northern extension will have progressed and the new multi-storey car park "LSC5" [which would over a total of 10 internal levels of car parking], would be available.
- 6.39 Policy CSTP14 (Transport in the Thurrock Urban Area) identifies the opportunity to introduce car parking charging and management regime, however, the applicant through the ES does not consider car parking 'practical, sustainable or necessary' and are concerned that this would 'undermine rather than encourage regeneration in the Lakeside Basin'. If car parking charging was introduced it would need to be across the entire Lakeside Basin otherwise it could lead to distorted car park patterns.
- 6.40 The LSC provides cycle parking facilities throughout the site and additional cycle parking provision shall be required to meet with Policy CSTP14 (Transport in the Thurrock Urban Area) and PMD8 (Parking Standards) with this proposal which shall need to be shown with the reserved matters.
- 6.41 In May 2016 the LSC adopted a new Travel Plan, which is monitored by the LSC 'Sustainable Travel Plan Coordinator' and this promotes sustainable travel choices to follow the approach set out in policy PMD10 (Transport Assessments and Travel Plans). One of the planning obligations offered is the continued use of a Travel Plan at the site.
- 6.42 In conclusion under this heading, the development would not have an adverse impact upon the local highway network. Neither the Council's Highway Officer nor Highways England have raised any objection to the development subject to the planning conditions and planning obligations as set out in the recommendation section.

- 6.43 Chapter E of the ES considers 'Air Quality' and has been considered alongside policy PMD1 (Minimizing Pollution and Impacts on Amenity, Health, Safety and the Natural Environment), the relevant guidance in the PPG and paragraph 124 of the NPPF. The demolition and construction phase will result in dust emissions and vehicle movements. The ES states that the worst case scenario would be for 80 heavy good vehicle trips per day with the average being between 20-25 per day. For construction workers they would be transported from the main construction compound to the satellite compound location to reduce vehicle movements and *inter alia* air pollution. These processes have been assessed in the ES to result in a 'short term adverse impact' upon air quality but will be minimised through measures agreed through the CEMP.
- 6.44 Once construction is complete the operational phase of the development will require the installation of plant equipment to heat and ventilate the new development. Traffic associated with this phase would give rise to airborne pollutants. All of these impacts have been deemed 'negligible' in environmental impact terms. The Council's Environmental Health Officer (EHO) raises no objections to the application on air quality grounds.

vii. NOISE

- 6.45 Chapter F of the ES considers 'Noise' alongside policy PMD1 (Minimizing Pollution and Impacts on Amenity, Health, Safety and the Natural Environment), the relevant guidance in the PPG and paragraph 123 of the NPPF. The ES has been informed by a noise impact assessment which has considered the impact upon noise sensitive (residential) properties in the vicinity of the site near Fleming Road and Chafford Hundred. For noise from construction works and from the plant equipment from the development the ES considers this a 'negligible' impact and for road traffic noise the ES considers this a 'minor adverse' impact. Noise mitigation measures through the construction and operation phase can be imposed as planning conditions within the CEMP and for details of the acoustic performance of plant equipment and screening where necessary for the operational phase of the development. The Council's EHO raises no objection on noise grounds.

viii. FLOOD RISK AND DRAINAGE

- 6.46 The site is located within the highest risk flood zone (flood zone 3a) as identified on the Environment Agency flood maps and as set out in the PPG's 'Table 1 - Flood Zones'. This means that the site is subject to a high probability of flooding and the PPG provides guidance on flood risk and vulnerability. The proposal would fall within the 'less vulnerable' use on the PPG's 'Table 2 - Flood Risk Vulnerability Classification' where development is 'appropriate' for this flood zone as identified in the PPG's 'Table 3 – Flood Risk Vulnerability and Flood Zone Compatibility' table.

- 6.47 Paragraph 104 of the NPPF notes that for individual developments on sites allocated in development plans through the Sequential Test, applicants need not apply the Sequential Test. As the application is a strategic allocation within the LDF CS Proposal's Map as a 'Shopping Centre and Parade' area the Sequential Test does not need to be applied. There is also no requirement to apply the Exception Test as the development is 'appropriate' for this flood zone as identified in the PPG's 'Table 3 – Flood Risk Vulnerability and Flood Zone Compatibility' table.
- 6.48 The Flood Risk Assessment (FRA) identifies that the ground levels range from 0.75m to 6.6m with the land sloping from east to west. The existing surface water network diverts water around the LSC and draining into Lake Alexandra, which forms the primary surface drainage system (SuDS) for the LSC receiving the run off from a complex drainage network. The lake is maintained by a gravity outfall (weir and sluice) which discharges into the River Thames. The LSC is afforded a standard of protection against the 1 in 1000 year fluvial/tidal flood event by existing managed flood defences.
- 6.49 The FRA identifies the proposal would occupy existing surfaced land areas mainly in the form of car parks and walkways to the mall the development would not increase impermeable surfaces. The proposed development would reduce run off rates as the proposal would use underground stormwater storage tanks draining to the existing drainage systems and into Lake Alexandra, which would accord with policies CSTP25 (Addressing Climate Change) and CSTP27 (Management and Reduction of Floor Risk). Neither the Environment Agency nor the Council's Flood Risk Manager have raised objection to the proposal.
- 6.50 The development will connect to the existing foul drainage network arrangements for both the construction phase and operational phases of the development. There are no objections raised from Essex and Suffolk water for water supply to the proposed development. Both these considerations meet with policy CSTP13 (Emergency Services and Utilities).

ix. ECOLOGY

- 6.51 The location of the proposed development is within existing developed areas which are considered to have 'low' ecological value as identified in Chapter K of the ES. It also identifies areas where ecology could be affected and this has been considered in regard to Chapter 11 of the NPPF 'Conserving and enhancing the natural environment', and policies CSTP19 (Biodiversity) and PMD7 (Biodiversity and development).

- 6.52 The proposal would result in the loss of some existing trees and associated soft landscaping within the existing car park areas which surround the mall. These trees are considered to be of low ecological value based on their location which is detached from areas where ecology is more likely to flourish. The construction compound would be temporarily located on the existing coach park but none of the trees in this location would be affected and they would be protected during the construction phase of the development. The viewing platform proposed on the eastern side of Lake Alexandra would incorporate low level lighting which has been assessed to have a 'negligible' impact upon ecology associated with the lake (aquatic and land based species).
- 6.53 The Council's Landscape and Ecology Advisor and Natural England raise no objections to the application but request ecological and biodiversity enhancement and management opportunities. The proposal offers the opportunity to ecological and biodiversity enhancement through planting of appropriate native species known to benefit wildlife.

x. GROUND CONDITIONS AND CONTAMINATION

- 6.54 Chapter H of the ES considers 'Ground Conditions' recognising the site was developed in the base of a former chalk quarry where groundwater across the site flows into Lake Alexandra. The ES concludes that with mitigation measures in place the development would have a 'negligible' impact on ground conditions. Subject to the recommendations in the ES being carried forward in the form of planning conditions, there are no objections from Environmental Health or the Environment Agency.

xi. INFRASTRUCTURE IMPROVEMENTS (S.106 CONTRIBUTION)

- 6.55 Policy PMD16 (Developer Contributions) states that 'the Council will seek to secure planning obligations under Section 106 of the Town and Country Planning Act 1990 and any other relevant guidance'. This is to ensure 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.
- 6.56 Following changes in legislation (Community Infrastructure Levy Regulations), in April 2015 the Council produced its Infrastructure Requirement List (IRL) which changed the way in which planning obligations through section 106 agreements can be sought. The changes brought in pooling limitations to a maximum of 5 contributions towards a type or item of infrastructure. The IRL therefore provides an up to date list of physical, social and green infrastructure to support new development in Thurrock. This list is bi-annually reviewed to ensure it is up to date. The IRL applies a number of different development scenarios. The consultation

process has identified planning obligation requirements which are set out below and follow those sought with the previous outline permission.

6.57 The previous application secured planning obligations as set out in the second column of the table below and the third column identifies the obligations being offered with this application unless it is stated as being omitted for the reasons given:

No.	<i>Heads of Term as summarised from permission 11/50433/TTGOUT</i>	<i>Whether these draft Heads of Terms are still offered with this application</i>
1	Northern Link Road for bus operators and through a permissive footpath/cycleway.	No – the northern link road formed part of a separate application has been constructed and being used.
2	A new footpath link through a bridge over Lake Alexandra.	Yes still offered.
3	Provision of New or Improved Linkages through a new footpath link to West Thurrock Way in an area to be agreed.	Yes still offered.
4	Public Realm Improvements to include: (a) increase the width of the public realm / footway along the eastern frontage of the Mall, (b) details of existing and proposed landscaping, (c) enhancements to the east / west pedestrian link, (d) a timescale for undertaking the works.	Yes still offered
5	Variable Messaging System	Yes
6	Travel Plan and future monitoring. Public Transport Contribution	Yes – with an update note to the T Plan. The Public Transport Contribution would be £325,000 to match the previous s106 obligation
7	Local Labour and Education/Training Initiatives including A. Education and Training Facilities B. Apprenticeships C. Local Employment D. Local Procurement for business use/contractors etc	Yes

8	<p>Rights of Access – Access rights to facilitate access to South East Rapid Transit System (SERT) For a future public transport and pedestrian/cycling link (with no access to other vehicular traffic) to land to the north of Arterial Road (A1306) Provide a route to kept available at all times through the Lakeside Shopping Centre for when the buses and trains are operating In the event that the Arena Essex site is developed for either housing, retail or leisure uses access rights shall be provided to enable the construction of a footpath from the A1306 along the spiral access to the Lakeside Shopping Centre.</p>	Yes still offered
9	<p>An area of land to be made available for a Pedestrian/Green Bridge over West Thurrock Way.</p>	Yes still offered
10	<p>The Bus Station – Provision of Land for Future Expansion .</p>	Yes still offered
11	<p>A financial contribution of £185,000 to the Council towards funding complementary planning strategies in Grays town centre or elsewhere in the district.</p>	Yes still offered
12	<p>Basin Wide Car Park Management Regime – to supply real time car park capacity information through signage boards. To allow the Council to install real time variable message signage and information boards on the entrances to the Lakeside Shopping Centre</p>	Yes – amended wording so that the car park management remains under the control of the applicant (Intu)
13	<p>Improvement Works to M25 Junction 30</p>	No – As these works are currently being undertaken

6.58 Whilst there are some changes to the previous planning obligations sought through the s106 the changes are logical and represent the updated planning position since the previous outline permission. These obligations are therefore considered acceptable.

xii. SOCIO-ECONOMIC EFFECTS

- 6.59 Chapter I of the ES assesses the 'Socio-Economic Effects' of the development looking at 'the likely affect upon the local and regional economies in terms of job creation and capital investment.
- 6.60 The ES identifies that the construction phase of the development would generate up to 1,780 temporary construction jobs over a 3 year period and when completed the operational phase of the development would provide up to 3,697 jobs of which 2,930 of these would be new employment opportunities. There would be around 900 indirect jobs created in the region associated with the operational LSC. To bring forward training opportunities work placements would be created for both the construction and operational phase of the development [secured via the s106 process]. This will assist in addressing employment and skills shortages within the area.
- 6.61 In conclusion the proposal therefore brings forward socio-economic benefits this area and the wider region.

7.0 CONCLUSIONS AND REASON(S) FOR APPROVAL

- 7.1 The proposed development would lead to new, additional and improved retail facilities. This would help maintain the position of the LSC as a regional shopping centre and allow it to compete with other regional shopping centres. The development would also bring economic benefits to the local area through business rates and nearly 3,700 employment opportunities.
- 7.2 Furthermore, the development would bring forward a high quality, modern and sustainable extension to the Intu Shopping centre, raising the profile and environment of the Lakeside Basin with facilities to which would benefit of all users. The proposed new bus station and associated new footway/cycle links would provide much needed and improved opportunities for sustainable transport usage in the area as an alternative to the high level of private vehicle usage associated with this site.
- 7.3 In addition, the development would bring forward a range of infrastructure improvements as planning obligations which shall be agreed through a s106 agreement.
- 7.4 Whilst there would be some disruption during the construction phase of the development these impacts could be controlled and would be short lived. The outcome of the development when operational would result in clear benefits to the Borough that outweigh any disruption experienced during the construction stages.

7.5 All other material considerations including the environmental considerations of air quality, noise, flood risk, ecology, ground conditions and contamination have been assessed and are acceptable subject to mitigation measures and further information being required through planning conditions and planning obligations.

7.6 The development is supported by a range of Development Plan policies and in light of the analysis above, the application is recommended for approval.

8.0 RECOMMENDATION

Approve, subject to the following:

- i) the completion and signing of an obligation under s.106 of the Town and Country Planning Act 1990 relating to the following heads of terms:

No.	Heads of Terms
1	Bride Over Lake - A new footpath link through a bridge over Lake Alexandra.
2	Footpath Link to West Thurrock Way - Provision of New or Improved Linkages through a new footpath link to West Thurrock Way in an area to be agreed.
3	Public Realm Improvements and Public Realm Contribution – an offer of £100,000 for public realm works.
4	VMS (Variable Messaging System)
5	Travel Plan – to include future monitoring arrangements and A Public Transport Contribution of £325,000.
6	Local Labour and Education/Training Initiatives - including A. Education and Training Facilities B. Apprenticeships C. Local Employment D. Local Procurement for business use/contractors
7	Rights of Access - Access rights to facilitate access to South East Rapid Transit System (SERT). For a future public transport and pedestrian/cycling link (with no access to other vehicular traffic) to land to the north of Arterial Road (A1306). Provide a route to kept available at all times through the Lakeside Shopping Centre for when the buses and trains are operating. In the event that the Arena Essex site is developed for either housing, retail or leisure uses access rights shall be provided to enable the construction of a footpath from the A1306 along the spiral access to the Lakeside Shopping Centre.

8	Safeguarding Route for Pedestrian/Green Bridge over West Thurrock Way - An area of land to be made available for this.
9	The Bus Station – Provision of Land for Future Expansion of the Bus Station.
10	Complementary Planning Strategies Contribution of £185,000 for pursuing planning strategies in Grays town centre or elsewhere in the Borough of Thurrock.
11	Basin Wide Car Park Management Regime – To supply real time car park capacity information through signage boards. To allow the Council to install real time variable message signage and information boards on the entrances to the Lakeside Shopping Centre.

ii) planning conditions:

Submission of Reserved Matters

1. Details of the appearance, access, landscaping, layout and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved. Application(s) for approval of the reserved matters shall be made to the local planning authority not later than four years from the date of this permission. The development hereby permitted shall begin not later than one year from the date of approval of the last of the reserved matters to be approved.

Reason: To establish a timescale for the submission of reserved matters and implementation, having regard to the scale of development and Sections 91 to 95 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Reserved Matters

2. Development shall not commence until details of:
 - (a) the Layout of the new development;
 - (b) the Scale of the new development;
 - (c) the Appearance of the new development;
 - (d) the Means of Access of the new development or a phase. Such details shall include access within the site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network; and
 - (e) the Landscaping of the development (hereinafter called the 'Reserved

Matters'), have been submitted to, and approved in writing by, the Local Planning Authority. Development shall be carried out in accordance with the approved details. For the purposes of this condition, 'Development' shall exclude investigations for the purpose of assessing ground conditions.

Reason: The application as submitted does not give particulars sufficient for the consideration of the reserved matters and to accord with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004. To ensure the development is undertaken on the basis of the development proposed and accompanying assessments which has been advanced at outline stage, assessed and agreed and to which the reserved matters should adhere.

Parameters

3. Subject to compliance with the requirements of the conditions attached to this permission, the submission of Reserved Matters for any part of the site or phase shall adhere to and demonstrate conformity with the following parameters accompanying the application:
 - (a) the minimum / maximum siting of buildings / extensions hereby permitted as detailed on 'Parameters Plan 4 – Minimum / Maximum siting', ref: 080141-D-304 E,
 - (b) the minimum / maximum heights for buildings / extensions and plant detailed on;
 - 'Parameters Plan 5 – Minimum / Maximum heights', ref: 080141-D-305 D,
 - 'Parameters Plan 7 – Indicative sections and elevations key', ref: 080141-D-307 D
 - 'Parameters Plan 8 – Proposed sections AA-DD' ref: 080141-D-308 A
 - 'Parameters Plan 9 – Proposed sections EE-GG' ref: 080141-D-309
 - (c) The creation of a pedestrian and cycle networks through the site or part thereof as detailed on;
 - 'Parameters Plan 6 – Landscaping / public realm and vehicle access works', ref: 080141-D-306 E
 - 'Proposed street networks within Lakeside Shopping Centre', ref: 8525-SK-014-B
 - (d) The creation of landscaping and public realm works in the areas of at least the extent and distribution detailed on;
 - 'Parameters Plan 6 – Landscaping / public realm and vehicle access works', ref: 080141-D-306 E
 - 'Proposed street networks within Lakeside Shopping Centre', ref: 8525-SK-014-B

- (e) The incorporation of vehicle access works and alteration to vehicle accesses within the site detailed on;
 - 'Parameters Plan 6 – Landscaping / public realm and vehicle access works', ref: 080141-D-306 E
 - 'Proposed street networks within Lakeside Shopping Centre', ref: 8525-SK-014-C
 - (f) The creation of a new bus station and temporary bus station within the site within the areas detailed on;
 - 'Parameters Plan 6 – Landscaping / public realm and vehicle access works', ref: 080141-D-306 E
 - 'Proposed street networks within Lakeside Shopping Centre', ref: 8525-SK-014-C
- In addition they shall;
- (g) Utilise the plot identification references detailed on 'Parameters Plan 3 – Plot Plan', ref: 080141-D-303 D
 - (h) Not exceed the maximum number of storeys identified for each plot stated at Table C3.4 of the Environmental Statement (Volume 2, Chapter C, p16 (August 2016)).

Reason: To ensure that individual reserved matters and phases follow the parameters assessed, considered and established at outline stage and do not prejudice the ability to deliver the development in a manner which is coherent and compliant with polices CSSP5, CSTP7, CSTP14, CSTP15, CSTP16, CSTP18, CSTP19, CSTP22, CSTP23, PMD2, PMD7 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Phasing of Development

- 4. The development shall not be begun until a detailed programme of phasing of the development has been submitted to, and approved in writing by, the Local Planning Authority (herein referred to as 'the Phasing Strategy'). The Phasing Strategy shall include;
 - a. A plan defining the extent of the works comprised within each phase;
 - b. Details of the quantum of floorspace to be created within each phase;
 - c. The infrastructure works to be included and undertaken within each phase, including;
 - pedestrian and cycle networks
 - landscaping and public realm works
 - vehicle access works and alteration to vehicle accesses within the site
 - new bus station
 - temporary bus station
 - creation of a bridge across Lake Alexandra
 - surface and foul water drainage

- d. A timetable for the implementation and completion of works within each phase including infrastructure;
- e. Detail of the timing for the provision and opening of the new bus station and temporary bus station

The development shall be implemented in accordance with the approved Phasing Strategy.

Reason: To ensure the timely delivery of the development and associated infrastructure. To comply with polices CSSP2, CSSP5, CSTP14, CSTP16, CSTP18, CSTP19, CSTP20, CSTP22, CSTP27, PMD2, PMD10, PMD15 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Development Thresholds

- 5. (A) The development hereby permitted shall not exceed the maximum net change in floor area per scheme component specified in Table 1 below;

TABLE 1 – Development floor space			
Scheme components as referenced on Parameters Plan 3 – Plot Plan ref: 080141-D-303 B	Gross Internal Area of areas to be demolished (GIA sq.m)	Maximum Gross Internal Area (GIA) of New Build in sq.m	Net change (GIA sq.m)
Northern Extension (LSC 1, 2, 3a and 3b)	11,628	53,544	41,917
Bus station and associated facilities (including LSC4a, b and c)	155	4,762	4,607
Multi Storey Car Park (LSC5)	n/a	24,103	24,103
TOTAL	11,783	82,409	70,626

(B) In addition to (A) above, the development and uses hereby permitted shall not exceed the maximum floor areas specified in Table 2 below;

TABLE 2	
Use Class / Type of Use	Maximum Net Additional Gross Internal Area in sq.m (NAGIA)
Use Classes A1, (Shops), A2 (Financial and Professional Services), A3 (Restaurants & Cafes), A4 (Drinking Establishments) and A5 (Hot Food Takeaway) combined	40,704
Multi Storey Car Park	24,103
Mall space and other communal areas	5,819
TOTAL	70,626

(C) Each application for Reserved Matters pursuant to condition 2 part (a) 'Layout' and part (b) 'Scale' incorporating additional floorspace shall be accompanied by:

- i) A schedule of accommodation and floor space proposed within that phase(s) and the quantum and nature of floorspace to be lost / demolished with reference to the breakdown of floor space detailed in Parts (A) and (B) above;
- ii) Details of how the development proposed would ensure that the remaining development will not exceed the maximum floor area requirements of Parts (A) and (B) of this condition. This shall include an updated schedule of accommodation and floor space to be delivered by further phase(s) of development having regard to Parts (A) and (B) of this condition.

The RICS definition of Gross Internal Area contained in the Code of Measuring Practice 6th Edition shall be used for all calculations of GIA.

Reason: To ensure that the development is carried out in accordance with the approved plans and the other submitted details including the EIA and Retail Impact Assessment assessed in relation to the development. To ensure that individual reserved matters and phases do not prejudice the ability to deliver the development hereby permitted in an acceptable manner. Furthermore, to ensure the development does not give rise to an un-permitted reduction in the finite retail floorspace allocation for Lakeside which will assist in the creation of a

Regional Town Centre (as detailed in Policy CSTP7 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015).

Floor Areas and Uses

6. (A) Notwithstanding the provisions of the Town and Country Planning Act 1990 and the Town and Country Planning (Use Classes) Order 1987 (or any amending or re-enacting Acts or Orders), the development hereby permitted shall at no point exceed the total for floorspace within Use Classes A1, A2, A3, A4 and A5 specified in table 3 below. In addition, within that total the development shall not exceed the maximum floors area within the range specified for each Use Class or group of Use Classes detailed in Table ‘3’ below. Unless otherwise agreed as part of the Reserve Matters application, no mezzanine floors shall be installed within any building.

TABLE ‘3’		
Use Class / Type of Use	Maximum Net Additional Gross Internal Area in sq.m (NAGIA)	Maximum Net Additional Net Sales Area in sq.m) (NANSA)
Use Class A1 (Shops)	35,820 - 37,651	28,657 - 30,121
Use Classes A2 (Financial and Professional Services), A3 (Restaurants & Cafes), A4 (Drinking Establishments) and A5 (Hot Food Takeaway) combined	3053 - 4,884	-
TOTAL	40,704	-

(B) Notwithstanding (A) detailed above and the provisions of the Town and Country Planning Act 1990 and the Town and Country Planning (Use Classes) Order 1987 (or any amending or re-enacting Acts or Orders), the maximum Net Additional Net Sales Area (NANSA) for Use Class A1 (Shops) (both convenience and comparison) shall not exceed 30,121sq.m of which no more than 1,991sq.m shall be convenience goods retail. The 1,991sq.m of convenience goods retail shall be within no more than three retail units.

(C) Notwithstanding the provisions of the Town and Country Planning Act 1990 and the Town and Country Planning (Use Classes) Order 1987 (or any amending or re-enacting Acts or Orders), except within the convenience goods retail units referred to in Part (B) above and the Use Class A3 (Restaurants and

Cafes), A4 (Drinking Establishments) and A5 (Hot Food Take-away) uses hereby permitted, there shall be no retail sales of convenience goods including food within the retail units hereby permitted except whereby they are ancillary to the sale of comparison goods and in any event;

- I. the sales area of convenience goods is restricted to no more than 3% of the Net Sales Area of the retail unit in which they are located; and
- II. for the provision of a customer café up is restricted to no more than 3% of the Net Sale Area of the retail unit in which they are located (to a maximum of 500sq.m in the Department Store and 250sq.m in any other retail unit).

(D) Notwithstanding the above and the provisions of the Town and Country Planning Act 1990 and the Town and Country Planning (Use Classes) Order 1987 (as amended), the use of the plots LSC1 to LSC4 (inclusive) shall accord with the Use Classes specified on Parameters Plan 3 (ref: 080141-D-303 D) subject to the development hereby permitted not exceed the maximum floor areas specified for each Use Class or group of Use Classes detailed in the Table (3) above.

(E) Upon request, the applicant shall within 56 days provide the Local Planning Authority with a written schedule of units within the extensions and buildings hereby permitted, their current use and floor area.

With regards Gross Internal Area the RICS definition contained in the Code of Measuring Practice 6th Edition shall be used.

Reason: To ensure that the development is carried out in accordance with the approved plans, EIA, Retail Impact Assessment and the other submitted details assessed in relation to the development. To ensure that the development does not give rise to a greater portion of the finite quantum of both convenience and comparison shopping floorspace which is a key element in assisting to facilitate and deliver a Regional Town Centre within the Lakeside Basin. With regard (E), to facilitate monitoring of compliance with the condition.

Environmental Statement

7. The development (including all reserved matters and other matters submitted pursuant to this permission) shall be carried out in accordance with the mitigation measures set out in the Environmental Statement (August 2016) submitted with the Outline Planning Permission, unless otherwise provided for in any of the conditions or subject to any alternative mitigation measures as may be approved in writing with the Local Planning Authority, provided that such measures do not lead to there being any significant environmental effects other

that those assessed in the Environmental Statement and Addendum.

Reason: To ensure that the development is carried out in accordance with the principles of mitigation set out in the Environmental Statement in order to minimise the environmental effects of the development and ensure compliance with a range of development plan policies set out within the planning committee report.

BREEAM

8. Prior to the commencement of construction, a certificate issued by an accredited Building Research Establishment consultant shall be submitted to the Local Planning Authority to demonstrate that the design of the extensions and building(s) can achieve a BREEAM 'Very Good' Rating. This shall be supplemented by details of any measures that would need to be secured by the development fit out and a mechanism by which these will be secured. The development shall be built in accordance with the agreed measures and shall achieve a BREEAM 'Very Good' Rating. A BREEAM post construction review shall be undertaken confirming the BREEAM rating achieved for the extensions and buildings hereby permitted (with the exception of the multi-storey car park). This shall be submitted to the Local Planning Authority within 6 months of the completion of the development and in any event within 6 months of receipt by the applicant of a written request made by the Local Planning Authority in the event that not all phases are undertaken or completed.

Reason: To ensure that the development meets the objectives of energy efficiency in new building design and construction set out in Policy PMD12 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

On Site Energy Measures

9. The measures to be undertaken as set out in the 'Energy Strategy and BREEAM Assessment' (August 2016). This includes;
- Passive and energy efficient design measures
 - The inclusion of energy efficient plant
 - Low carbon technologies including Air Source Heat Pumps and a Photovoltaic array of a minimum of 671 m²
 - Additional Solar Hot Water System to serve the 3rd floor toilets of the existing mall
- unless amendments to the 'Energy Strategy and BREEAM Assessment' (August 2016) which contains alternative measures are submitted to and agreed in writing with the Local Planning Authority.

Each application for Reserved Matters for buildings or extensions pursuant to condition 2 part (a) 'layout' and part (c) 'appearance' attached to this permission shall contain a statement advising how it has regard to the 'Energy Strategy and BREEAM Assessment' (August 2016) and incorporated, as appropriate, the measures contained therein including;

- Detail how the proposed building design(s) realise(s) opportunities to incorporate passive and energy efficient design measures
- Detail how this phase will contribute to the development as a whole securing energy from decentralised and renewable or low carbon sources;
- Detail how the proposal includes energy efficient plant.

Development shall be in strict accordance with the agreed details. The measures set out in the 'Energy Strategy and BREEAM Assessment' (August 2016) or any agreed variation shall be undertaken as part of the development and in any event shall be undertaken prior to occupation of the final phase of development. In addition to the above, the applicant will undertake the measures specified at paragraph 4.8 of the 'Energy Strategy and BREEAM Assessment' (August 2016) to encourage retail tenants to maximise their energy efficiency design and operation.

Reason: To ensure the proposal incorporates energy efficiency measures and renewable or low-carbon technology to minimise emissions, in order to minimise the environmental effects of the development and in accordance with policies PMD12, PMD13 and PMD14 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Landscape Scheme

10. The Reserved Matters details to be submitted in accordance with Condition 2 Part (e) 'Landscaping' shall include a Landscape Scheme relating to site (or phase in according with the phasing plan) and shall include, but not be limited to, details of:
 - (a) Trees, hedgerows and other landscape features to be removed, retained, restored or reinforced,
 - (b) The location, species and size of all new plants, trees, shrubs and hedgerows to be planted, those areas to be grassed and/or paved, and for a programme of planting, transplanting and maintenance,
 - (c) Written specifications (including cultivation and other operations associated with plant and grass establishment);
 - (d) Surfacing materials,

- (e) Construction methods in the vicinity of retained trees and hedges, including protection measures in accordance with BS4428 and BS5837:2005,
- (f) Pit design for tree planting within streets or areas of hard landscaping,
- (g) Existing and proposed levels comprising spot heights, gradients and contours, grading, ground modelling and earth works,
- (h) Locations and specifications and product literature relating to street furniture including signs, seats, bollards, planters, refuse bins,
- (i) Boundary treatments and means of enclosure with particulars of locations, heights, designs, materials and types of all boundary treatments to be erected on site,
- (j) Whether such land shall be accessible by the public
- (k) How the landscaping scheme proposed promotes ecological interests and biodiversity in a manner which accords with the Environmental Statement accompanying the application (including the installation of bird, bat and invertebrate roosting and nesting boxes to accord with the ES, para K6.7 and an additional habitat for stag beetle para K6.8)
- (l) Programme of Implementation and maintenance and a Landscape and Ecological Management Plan (to accord with para K6.9-K6.10 of the Environmental Statement accompanying the outline application).

The Landscaping Scheme and associated works shall be completed in accordance with the approved programme that has been approved as part of the reserved matters. Any newly planted tree, 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, within a period of 5 years from completion of the landscape scheme 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. Management and maintenance of the open space and landscaped shall be in strict accordance with the approved details.

Reason: To ensure that the proposed development is satisfactorily integrated with its immediate surroundings, enables high quality design, incorporates measures to promote biodiversity in accordance with the ES and to accord with policies CSTP22 and PMD2 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Movement Network

11. Application(s) for approval of Reserved Matters for a phase pursuant to Condition 2 Parts (a) 'Layout' and (d) 'Means of Access' shall include (where applicable) the following details:

- (a) Movement network including layout of internal roads, visibility splay(s), sightlines, accesses, turning space(s), footways, cycleways and crossings. The details to be submitted shall include plans and sections indicating design, layout, levels, gradients and materials. It shall also detail how that phase fits into a comprehensive movement network for the totality of the site and links off site.
- (b) External lighting (including to roads, car parking areas, footways / cycleways) and shall include details of the spread and intensity of light together with the size, scale and design of any light fittings and supports and a timescale for its installation. The external lighting shall be provided in accordance with the approved details and timescales.
- (c) Street furniture
- (d) Surface finishes,
- (e) Cycle parking
- (f) Amended layout for car parking,
- (g) Signage,
- (h) Drainage (including to roads, car parking areas, footways / cycleways)
- (i) Timescale for the provision of this infrastructure. Footpath / cycle paths shall be a minimum of 3m wide.

The development shall be implemented in accordance with the approved details and timescales or in accordance with any variation first agreed in writing by the Local Planning Authority.

Reason: The application as submitted does not give particulars sufficient for the consideration of the Reserved Matters. To ensure the comprehensive planning and design of the site and the timely delivery of infrastructure, in the interests of safety, amenity, sustainability and meeting the objectives of creating a Regional Town Centre. To accord with Policies CSSP2, CSSP5, CSTP14, CSTP16, CSTP18, CSTP22, CSTP27, PMD2, PMD10, PMD15 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

New Bus Station

12. The Reserved Matters for the new bus station hereby permitted submitted pursuant to Condition 2 shall include;
- (a) details of the layout of the bus station including the surrounding road layout and the provision of 8 bus stands,
 - (b) details of the bus stands and kerbs,
 - (c) details of signage,
 - (d) a detailed swept path analysis of the proposed layout of the bus station,

- (e) details of the testing of the proposed layout using a bus or buses designed to use the bus station,
- (f) details of Real Time Passenger Transport Information (RTPI) displays within the new bus station and wider Lakeside Shopping Centre,
- (h) details of the bus driver's facilities at the new Bus Station,
- (i) details of measures to provide a safe and secure environment is provided for users of the bus station and bus station staff,
- (j) details of the arrival square to the north of the bus station complex,
- (k) details of the pocket garden to the east of the new retail units ref: LSC4a and LSC4b,
- (l) details how the bus station can be expanded in the future to accommodate additional bus stands and the Arrival square re-provided within the site
- (m) details of pedestrian and cycle links to the bus station,

Development shall be in strict accordance with the approved details. Following the opening of the bus station, no development shall be undertaken to preclude access to the bus station by scheduled bus services. The signage, RTPI, Quality Bus Partnership measures and drivers facilities shall be retained and maintained unless otherwise first agreed in writing with the Local Planning Authority.

Notwithstanding condition 4 (phasing), the bus station shall be constructed, completed and operational prior to the occupation of any retail floorspace hereby permitted.

Reason: To ensure that the reserved matters are accompanied with adequate details of the new bus station, associated infrastructure and the potential for future expansion. In the interests of providing facilities that promote the use of public transport, in accordance with policies CSSP3, CSTP14, CSTP15 and CSTP16 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Temporary Bus Station

13. Prior to the closure of the existing bus station, a detailed scheme for the temporary bus station within the area detailed on Parameters Plan 6 (080141-D-306 E) shall be submitted to and approved in writing by the Local Planning Authority. This shall include;
- (a) details of the layout of the temporary bus station including the surrounding road layout and the provision for 8 bus stands
 - (b) details of signage
 - (c) details of the bus stands and kerbs,

- (d) a swept path analysis of the proposed layout of the temporary bus station
- (e) details of the bus driver's facilities at the temporary Bus Station
- (f) re-provision of disabled parking displaced by the temporary bus station

The temporary bus facility and re-provision of disabled parking shall be implemented in accordance with the approved details in advance of the cessation of use of the existing bus station. The temporary bus station shall not be closed or obstructed until such time as the permanent bus station is operational. The temporary bus station shall be signed within Lakeside Shopping Centre.

Reason: The application as submitted does not give particulars sufficient for the consideration of detailed layout and operation of the temporary bus station. Such details being in the interests of maintaining an accessibility and safe bus station in accordance with policy CSTP14 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Link to Chafford Hundred Rail Station

14. Prior to the commencement of development of that phase (approved in accordance with condition 4 of this permission) within which the New Bus Station is proposed, a detailed scheme for the improvement / renovation of the lift core from Lakeside Shopping Centre to the bridge that leads to Chafford Hundred Rail Station shall be submitted to and approved in writing with the Local Planning Authority. Such details shall include but not necessarily be limited to;

- (a) Upgrading the lifts
- (b) Improvements to the internal fabric of the stair core
- (c) Details of access to and from the lift core to the surrounding public realm and buildings.
- (d) Details of any restriction upon the hours of use / access
- (e) Timescale for the works

Notwithstanding the above, the stair and lift core shall be accessible from outside the bus station and store, unless otherwise agreed in writing with the Local Planning Authority. The works shall be undertaken in strict accordance with the approved details and timescale. The level of access agreed shall be maintained (unless in the event of an emergency or maintenance).

Reason: The application does not give particulars sufficient for the consideration of the detail. To ensure that sufficient access is provided to the bridge and Chafford Hundred and associated rail station outside the opening

hours of the store. To securing more sustainable movement patterns and improved accessibility for pedestrians in accordance with policy CSTP14 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Cycle Parking

15. Applications for approval of Reserved Matters for a phase including retail development pursuant to Condition 2 (parts (a) 'Layout' (d) 'Means of Access' shall include; details of the number, size, location, design and materials of secure and weather protected cycle parking facilities to serve the development. Such provision shall be in accordance with the following standard (unless a variation to these standards is first agreed in writing with the Local Planning Authority): 1 space per 500sq.m of additional retail floorspace. Such cycle parking facilities as approved under reserved matters shall be installed on site prior to the occupation of the units they serve and shall thereafter be permanently retained for sole use for cycle parking.

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 PMD8 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Footway/Cycleway Along Eastern Edge of Lake Alexandra

16. Notwithstanding the illustrative sections, the reserved matters submission for the relevant phase of development shall include details of the footway/cycleway along the eastern edge of Lake Alexandra, the viewing platform onto Lake Alexandra and a new pedestrian crossing. The details shall include;
- widening of the path;
 - a focal viewing point onto Alexandra Lake
 - a new pedestrian crossing over the north-south street running between Lake Alexandra and the existing Lakeside Shopping Centre multi-storey car park (Car Park C)

Development shall be in strict accordance with the approved detail.

Reason: Such additional information is required to secure acceptable measures and to assist in delivering more sustainable movement patterns and improved accessibility for pedestrians to accord with policy CSTP14 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Remediation Scheme

17. Development (other than that required to be carried out as part of an approved scheme of remediation) must not commence until parts 1 to 4 of this condition have been complied with. The Remediation Strategy may include details of phasing. In the event that the remediation is phased, no development within that phase shall commence until parts 1 to 4 of this condition have been complied with.

(PART 1) Site Characterisation and Remediation Strategy;

Prior to the commencement of development the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to, and approved in writing by, the local planning authority:

- A) A preliminary risk assessment which has identified:
- all previous uses;
 - potential contaminants associated with those uses;
 - a conceptual model of the site indicating sources, pathways and receptors;
 - potentially unacceptable risks arising from contamination at the site.
- B) A site investigation scheme, based on (A) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- C) The site investigation results and the detailed risk assessment (B) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- D) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (C) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

(PART 2) Implementation of Approved Remediation Scheme;

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development (other than that required to carry out remediation) or in the event of a phased Remediation Strategy, the commencement of that phase. The Local Planning Authority shall be given two weeks written notification of commencement of the remediation scheme works.

(PART 3) Verification Plan;

Following completion of measures identified in the approved remediation scheme and prior to occupation of any part of the permitted development or in the event of a phased Remediation Strategy, the occupation of that phase, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing by, the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (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 plan, and for the reporting of this to the local planning authority.

(PART 4) Reporting of Unexpected Contamination;

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out in that phase 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 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 adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Landfill/ Ground Gas

18. The development/use hereby permitted shall not be commenced until a comprehensive site survey has been undertaken to:
- a) determine the existence, depth, extent and character of any filled ground.
 - b) determine the existence, extent and concentrations of any landfill gas with potential to reach the application site.

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.

Reason: Chapter H of the ES indicates that there are elevated ground gas concentrations existing within the proposed development site and recommends further investigation. The report recommends gas protection measures post construction for the development (section H6.15 to H6.17). To ensure that any potential risks arising are properly assessed and that the development incorporates any necessary measures and subsequent management measures to satisfactorily deal with contamination / gases in the interests of amenity and public health and to accord with policy PMD1 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Piling

19. Piling or any other foundation designs using penetrative methods shall not be used unless a report has been submitted to, and agreed in writing by, the Local Planning Authority demonstrating that there is no resultant unacceptable risk to groundwater and that a scheme of mitigation can be implemented to avoid excessive noise implications upon nearby residential amenities and commercial operators. The development shall be carried out in accordance with the approved details.

Reason: Contamination has been identified at the site. The foundation piles in

or through contaminated land has the potential to mobilise contaminants which can result in their release into the groundwater as identified in ES Volume 2 Chapter H para H6.16-17. Mitigation is required to keep the groundwater in the vicinity of the site free from pollution and in the interests of nearby residential amenity and commercial operators to accord with policy PMD1 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Construction Compound

20. The main construction compounds and site offices for the development hereby permitted shall be erected within the LSC site on the LSC Coach Park, subject to a separate planning application being approved; otherwise an alternative site for the main construction compound shall be submitted to and approved in writing by the local planning authority. The satellite construction compound shall be erected within the area identified in LSC Car Park no.5 as detailed in the Environmental Statement submitted with the outline planning application, unless otherwise agreed in writing with the Local Planning Authority. The Construction Compounds shall be used for the duration of the construction of the development and shall be removed from the site with the site restored to its previous use within 1 month of occupation of the development hereby permitted.

Reason: To minimise the impact of the construction phase of the development upon the existing Lakeside Shopping Centre car parks, users of the site and the local environment in accordance with policies PMD1 and PMD8 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Construction Vehicle Routing

21. Prior to the commencement of development a scheme for the routing of all construction vehicles shall be submitted to and agreed in writing with the Local Planning Authority. The scheme (and any amendments) so approved shall be operated at all times.

Reason: In the interests of the safe and efficient operation of the highway network and highway safety in accordance with policies CSTP14 and PMD9 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Construction Environmental Management Plan

22. Prior to the commencement of demolition, remediation or development on any

phase of the development, a site wide Construction Environment Management Plan (SW-CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority covering the totality of development. The SW-CEMP shall be in accordance with the details contained in the outline application (including ES Volume 2 Chapter C para C4.79 to C4.96 and Chapter E para E6.0 to E6.2) and shall include, but not be limited to, details of;

- (a) Management structure with roles and responsibilities
- (b) Audit process
- (c) Risk register and risk management process
- (d) Training programme
- (e) External communication strategy
- (f) Performance monitoring procedure
- (g) Action plan for non compliance and incidence management

Areas to be dealt with within the SW-CEMP shall include;

1. Transport
2. Air quality
3. Ecology
4. Ground conditions and contamination
5. Noise & vibration
6. Water

This shall incorporate details of;

- I. Hours and duration of any piling operations,
- II. Vehicle haul routing in connection with construction, remediation and engineering operations,
- III. Wheel washing and sheeting of vehicles transporting loose aggregates or similar materials on or off site,
- IV. Construction access or accesses;
- V. Location and size of on-site compounds (including the design layout of any proposed temporary artificial lighting systems)
- VI. Details of any temporary hardstandings;
- VII. Details of temporary hoarding;
- VIII. Method for the control of noise together with a monitoring regime (incorporating the mitigation measures detailed in ES Volume 2 Chapter F para F6.1 to F6.6
- IX. Measures to reduce vibration and mitigate the impacts on sensitive receptors together with a monitoring regime
- X. Measures to control dust and other particulate emissions including those measures detailed in ES Volume 2 Chapter E para E6.0 to E6.4 Dust and

- air quality mitigation and monitoring
- XI. Water management including waste water and surface water discharge,
 - XII. Method statement for the prevention of contamination of soil and groundwater and air pollution, including the storage of fuel and chemicals,
 - XIII. Ecology and environmental protection and mitigation,
 - XIV. Community liaison including a method for handling and monitoring complaints, contact details for site managers.
 - XV. Measures to report and deal with areas of unforeseen contamination that may be encountered during construction.
 - XVI. Details of construction phasing and which areas will be covered by a site / phase specific SS-CEMP.

Development shall be undertaken in accordance with the SW-CEMP. A site or phase specific Construction Environment Management Plan (SS-CEMP) shall be prepared for each phase or stage of development, each shall accord with the SW-CEMP. The SS-CEMP shall deal with constraints and impacts associated with a specific phase or site and shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development within a phase detailed within the SW-CEMP. All works and development shall be carried out in accordance with the approved SW-CEMP / SS-CEMP and the measures contained therein.

Reason: In the interests of protecting amenity, highway safety, sustainability, minimising impact upon the environment and ecology and ensuring that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors, to accord with the ES and policy PMD1 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Waste Management Plan

23. Prior to the commencement of development a detailed Waste Management Plan (WMP) shall be submitted to and approved by the Local Planning Authority in writing. The WMP shall include details of;
- (a) the anticipated nature and volumes of construction waste
 - (b) measures to minimise waste and maximise re-use
 - (c) measures to ensure effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site.
 - (d) Any other steps to ensure the minimisation of waste during construction
 - (e) The location and timing of provision of facilities pursuant to criteria (b),

(c) and (d) above

Unless otherwise agreed in writing, thereafter the implementation, management and monitoring of construction waste shall be undertaken in accordance with the agreed details.

Reason: To ensure the sustainable management of construction waste in accordance with the ES and policy PMD12 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Hours of Construction

24. No construction work in connection with the development shall take place on any Sunday or Bank Holiday, nor on any other day except between the following times: Monday to Friday 08:00 - 18:00 hours, Saturdays 08:00 - 1300 hours unless in association with an emergency or except as otherwise first agreed in accordance with the provisions of a Code of Construction Practice submitted to and agreed in writing with the Local Planning Authority. All site deliveries for the purposes of construction of the development hereby permitted should take place between the above hours unless in association with an emergency or except as otherwise in accordance with the provisions of a Code of Construction Practice submitted to and agreed in writing with the Local Planning Authority.

Reason: In the interests of nearby residential amenity in accordance with policy PMD1 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Link to Chafford Hundred Rail Station

25. During the construction phases access shall be maintained to the lift and stair core on the western end of the bridge that links Lakeside Shopping Centre to Chafford Hundred Rail Station. All areas requiring access to and from the lift and stair core shall be hoarded off as necessary to safely segregate construction activity from members of the public and appropriate signage installed.

Reason: To accord with paragraph C4.30 of the ES and in the interests of maintaining access to the bridge and public transport in accordance with policy CSTP14 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Publically Accessible Design

26. All publically accessible areas as part of the development shall be designed to be accessible to and usable by disabled people, including wheel chair users, people with sight impairment and people with prams and pushchairs. Any application for reserved matters pursuant to Condition 2 Parts (a) 'Layout', (d) 'Means of Access or (e) 'Landscaping' shall be accompanied by an access statement. The statement shall demonstrate that all parts of the relevant phase of development, including the car parks and all external public areas, shall be designed to be accessible for all, including people with disabilities. Such details to include: How the layouts, including entrances, internal and external circulation spaces, car parking areas, directional signs, lighting levels and other relevant facilities are accessible, adaptable or otherwise accommodate those with mobility difficulties or visual impairments. Such provision to make the development fully accessible shall be carried out in accordance with the approved details and made available before each phase of the development is first occupied and thereafter maintained as such.

Reason: In the interests of the amenities of future users and visitors in accordance with the Councils policies and practice for access for people with disabilities and in accordance with the provisions of Section 76 (1), (2) of the Town and Country Planning Act 1990 (as amended) and policy CSTP22 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Shopmobility and Disabled Parking Provision

27. Prior to the occupation of any part of the development, details of the provision for Shopmobility centre and disabled parking spaces serving the development hereby permitted together with a timetable for their implementation shall be submitted to and agreed in writing with the Local Planning Authority. The measures outlined in approved scheme shall be undertaken in accordance with the agreed scheme and timescale and thereafter maintained as such.

Reason: The application does not contain such details. The relocation of the bus station may have implications for the existing shopmobility provision. In the interests of the amenities of future users and visitors in accordance with the Councils policies and practice for access for people with disabilities and in accordance with the provisions of Section 76 (1), (2) of the Town and Country Planning Act 1990 (as amended) and policy CSTP22 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Materials

28. No phase of development shall take place until samples of the materials to be

used in the external construction (including surfacing materials for buildings and hard landscaping) for that phase, have been submitted to, and approved in writing by, the Local Planning Authority. Development shall be carried out in strict accordance with the approved samples.

For the purposes of this condition 'Development' shall exclude: site clearance, demolition, archaeological investigations, investigations for the purpose of assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions.

Reason: In the interest of amenity and to ensure that the proposed development is satisfactorily integrated with its immediate surroundings as set out policy PMD2 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Secure By Design

29. The Reserved Matters application pursuant to condition 2 Parts (a) 'Layout' and Part (c) 'Appearance' shall include a statement detailing the measures proposed to be incorporated into the development in order for the totality of the development hereby permitted, or those areas which qualify, to achieve Secure by Design accreditation. The development, or any phase of development, shall not be occupied until the applicant has demonstrated in writing to the Local Planning Authority that it has achieved Secure by Design accreditation for those areas that qualify.

Reason: In the interest of creating safer, sustainable communities, reflecting guidance set out in NPPF and policy CSTP22 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Northern Street

30. The Reserved Matters application pursuant to condition 2 Parts (a) 'Layout' and Part (c) 'Appearance' incorporating the northern extensions reference LSC1, LSC2, LSC3a and LSC3b shall include a statement detailing the proposals conformity with the following design principles set out in the Design and Access Statement (p32) accompanying the outline permission;
- a. Orientate buildings to provide optimum street frontage;
 - b. Create a building line in harmony with the existing built environment;
 - c. Maximise active street frontage;
 - d. Avoid designs which are inward looking and which present blank frontages;
 - e. Provide level access across the public realm;

- f. Provide good pedestrian access.
- g. How building ref: LSC2 will have an active eastern frontage

Reason: To accord with the Design and Access Statement accompanying the application. To promote high quality design in accord with Chapter 7 'Requiring good design' of the NPPF, and policies PMD2 and CSTP22 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Width of Public Square

31. Notwithstanding the illustrative sections, the Parameter Plans and condition 3, the street between buildings LSC2 and LSC3a shall have a minimum effective width of 10m when measured from the south elevation of LSC2 to the north elevation of LSC3a.

Reason: Such measures are necessary as the lower ends of the width parameters proposed (i.e. from 7m) would impact upon the ability of this space to accommodate seating areas on-street and provide landscaping and sufficiently generous pedestrian movement network. Furthermore, with the potential height of the buildings (LSC3a up to 13m and LSC2 up to 17m) reducing the width below 10m could make this space feel unduly narrow. To promote high quality design in accord with Chapter 7 'Requiring good design' of the NPPF, and policies PMD2 and CSTP22 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Car Parking Adjacent to the Public Square

32. The reserved matters submission pursuant to condition 2 Part (d) 'means of access' shall include details of the 'surface car park' detailed to the south of extension LSC3a and the public square on Parameters Plan 6 – 'Landscaping / public realm and vehicle access works', ref: 080141-D-306 E. Notwithstanding the illustrative detail accompanying the application, this part of the car park shall be designed to exclude car parking abutting or immediately parallel to the public square and building LSC3a. Furthermore, measures shall be employed to preclude unauthorised parking and to aid pedestrian and wheelchair permeability from the adjacent car park to the new public square.

Reason: The illustrative detail accompanying the application details a row of car parking abutting a significant proportion of the southern boundary of the proposed public square (DAS, p79, p102-103). This would not aid permeability or enhance the setting of the square. To promote high quality design in accord with Chapter 7 'Requiring good design' of the NPPF, and policies PMD2 and

CSTP22 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Surface Water Drainage

33. Development shall not commence until a detailed Surface Water Drainage Scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to, and approved in writing by, the Local Planning Authority. The Surface Water Drainage Scheme shall:
- a) Accord with ES Volume 2 Chapter G accompanying the planning application;
 - b) Assess whether there is an unacceptable risk to controlled waters from infiltration of surface water drainage into the ground post the approved works of remediation to the site pursuant to condition 17 of this permission;
 - c) Detail all surface water from parking, servicing and manoeuvring areas being passed through a Class 1 oil interceptor prior to disposal to groundwater, watercourse or surface water sewer;
 - d) Include SUDS and infiltration drainage as a priority wherever this can be shown to be a practicable means for achieving surface water drainage for areas within the site;
 - e) Unless otherwise not practical and feasible, means for all volumes of surface water generated on site in excess of the soakage capacity of the site's infiltration devices shall be attenuated on site for all storms up to and including the 1 in 100 year storm event (including agreed allowances for climate change over the development lifetime);
 - f) Detail measures to provide for water source(s) for landscape irrigation (ES Volume 2 Chapter G para G6.31)
 - g) Detail associate infrastructure, including new headwalls and outfalls to Alexandra Lake if deemed necessary
 - h) Include a timescale for undertaking the works;
 - i) Details of how the scheme shall be maintained and managed after completion.

The approved Surface Water Drainage Scheme shall be implemented in strict accordance with the approved details and timescale unless a variation to the timescale is first agreed in writing with the Local Planning Authority. The measures to maintain and manage the Surface Water Drainage Scheme shall be put in place and thereafter retained.

Reason: To assess and prevent the pollution of groundwater and flooding though development, to improve and protect water quality, to improve habitat

and amenity, and to ensure that there are adequate arrangements determined for the future maintenance of the surface water drainage system, in accordance with policies CSTP25, CSTP27, PMD1, PMD2 and PMD15 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Construction of the Viewing Platform in Lake Alexandra

34. Construction of the viewing platform in Alexandra Lake shall use low impact construction methods and timing set out within ES Volume 2 Chapter K para K6.6 accompanying the planning application.

Reason: To comply with the requirements of the ES (Volume 2 Chapter K para K6.6) to and ensure effects of the development upon the natural environment are adequately mitigated and in order to comply with policy PMD7 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Plant Noise

35. Prior to the installation of any external plant, machinery and equipment associated with the development hereby permitted, a scheme of soundproofing which specifies how the external plant, machinery and equipment will not exceed the noise emission limits specified at ES Volume 2 Chapter F table F5.2 (page 23). In addition, it shall set out noise emission limits for areas within the site for which external plant, machinery and equipment associated with the development will be sited and the measures required to ensure these limits are not exceeded. Development shall be in strict accordance with the agreed scheme of soundproofing and measures contained therein. At no point shall the external plant, machinery and equipment exceed the noise emission limits set out in Table F5.2 or the external plant, machinery and equipment noise emission exceed the limits set for an individual area set within the agreed scheme. The applicant shall ensure alterations to or the introduction of new plant or equipment post substantial completion of the development does not exceed the cumulative noise levels set within Table F5.2 or for an individual area.

Reason: To accord with the mitigation measures set out within the ES accompanying the planning application, in the interests of amenity of sensitive receptors and to accord with policy PMD1 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Ventilation of Hot Food Uses

36. Prior to the occupation of any unit within the development for Use Class A3 (Restaurants and Cafes), A4 (Drinking Establishments) and A5 (Hot Food Take-away) purposes, details of any mechanical ventilation or other plant associated with such a unit shall be submitted to and approved by the Local Planning Authority such details to include specification of filtration, deodorising systems (where applicable), noise output and termination points. The approved ventilation equipment and / or other plant shall be installed and commissioned prior to the occupation of that unit and shall be maintained in proper working order thereafter throughout the occupation of the unit for Use Class A3 (Restaurants and Cafes), A4 (Drinking Establishments) and A5 (Hot Food Take-away) purposes.

Reason: The application contains no such details. Such measures are required in the interests of amenity and to accord with LDF Policy PMD1 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Class A5 (Hot Food Take Aways)

37. Notwithstanding conditions attached to this permission, the location of any A5 (Hot Food Take-away) shall be submitted to and agreed in writing with the Local Planning Authority together with details of vehicular access arrangements. The unit(s) shall not be used for A5 (Hot Food Take-away) unless the details are first agreed in writing. The unit shall only be used in accordance with the approved details and such details shall be maintained thereafter throughout the occupation of the unit for Use Class A5.

Reason: The application contains no such details. Such measures are required in the interests of amenity in accordance with policies PMD1 of the adopted LDF Core Strategy and Policies for the Management of Development Focus Review 2015.

Notification

38. The Local Planning Authority shall be notified in writing within 7 days of the dates of the following:
- a) Implementation of planning permission;
 - b) Commencement of a new phase of development;
 - c) Completion of each phase of development;

Reason: To enable the Local Planning Authority to control and monitor the site

to ensure compliance with the planning permission.

Informative:

Please note that a separate planning permission is required for a temporary change of use of the existing Lakeside Shopping Centre coach park to be used as the main site construction compound. Please ensure this application is submitted well in advance of any construction taking place on site. It is recommended that the application is submitted at the same time as the reserved matters (first of the reserved matters in regard phase details stated within this application).

Positive and Proactive Statement

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

Formally Approved Plans:

Plan Number(s):		
Reference	Name	Received
8525-SK-013-B	Existing Street Network	28th November 2016
8525-SK-014-C	Proposed Streetworks within intu Lakeside	1st December 2016
8525-SK-015-B	Block Plan and Uses	28th November 2016
080141-D-301-E	Parameter Plan 1: Outline Application Boundary	28th November 2016
080141-D-302-D	Parameter Plan 2: Existing Site Plan	28th November 2016
080141-D-303-D	Parameter Plan 3: Plot Plan	28th November 2016
080141-D-304-E	Parameter Plan 4: Minimum / Maximum Siting	28th November 2016
080141-D-305-D	Parameter Plan 5: Minimum / Maximum heights	28th November 2016
080141-D-306-E	Parameter Plan 6: Landscaping/Public Realm and Vehicle Access Works	28th November 2016
080141-D-307-D	Parameter Plan 7: Indicative Sections and Elevations Key	28th November 2016
080141-D-308-A	Parameter Plan 8: Proposed sections AA-DD	11th August 2016

080141-D-309-A	Parameter Plan 9: Proposed Sections EE - GG	11th August 2016
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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

