

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

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

<p>The application is also accompanied by:</p> <ul style="list-style-type: none"> • Air Quality Assessment & addendum • Design & Access Statement • Ecology Report & addendum • Energy Statement • Flood Risk Assessment • Framework Travel Plan • Geo-environmental Desk Study • Hazard Installations Proximity Assessment • Noise Assessment • Transport Assessment & addendum • Tree Quality Survey • Surface Water Drainage Strategy 	
<p>Applicant: Gloriana Thurrock Ltd</p>	<p>Validated: 5 July 2016 Date of expiry: 31 October 2017 (Extension of time agreed with applicant)</p>
<p>Recommendation: Grant planning permission subject to completion of a s106 legal agreement and planning conditions.</p>	

1.0 BACKGROUND

- 1.1 At the meeting of the Planning Committee held on 27th July 2017 Members considered a report for the above proposal. The report recommended the grant of planning permission subject to a s106 legal agreement and planning conditions.
- 1.2 A copy of the report presented to the July Planning Committee meeting is attached as Appendix 1.
- 1.3 At the July meeting determination of the planning application was deferred in order for details of access for construction traffic to be clarified. Since the deferral the applicant has commissioned a 'Construction Traffic Access Options' report.

2.0 ASSESSMENT OF CONSTRUCTION TRAFFIC ACCESS OPTIONS

- 2.1 The applicant's report considers 4 options for the routing of construction related traffic (should planning permission be granted). Members of the Committee will recall that the recommendation to grant planning permission is subject to a number of planning conditions. Recommended condition no. 6 (d) already requires details of access for construction vehicles as part of a Construction Environment

Management Plan. In assessing construction traffic routing at this stage, the applicant is in essence front-loading the consideration of condition no. 6. It is emphasised that the proposal for consideration remains the substantive application seeking planning permission for the erection of 80 no. houses, i.e. the permanent development.

2.2 Option 1 – Construction access via industrial uses at Askews Farm Lane:

This option involves access from Askews Farm Lane via industrial uses on the eastern side of the carriageway. To secure this access would necessitate the renting of a commercial yard located north of Translink House and forming an access across a strip of third party land between the commercial yard and the application site. This option would therefore be dependent upon the commercial yard becoming available before or at the time of intended construction works. Furthermore, this access option is also dependent on the consent of the third party landowner to form the 'connecting' access. It is also likely that separate planning permission would be required for the access across the third party land. The applicant considers that because of these constraints (potential delay / negotiations with two landowners / additional costs) this option is not viable. Officers agree with this conclusion.

2.3 Option 2 – Construction access the allotments west of the site:

This option would involve the upgrading (widening and surfacing) of an existing access track serving the rear of dwellings in Rosebery Road and located immediately east of the allotment site. This track accesses onto London Road adjacent to residential properties at nos. 216-222. The track is not of a suitable standard for commercial vehicles and would need widening and suitable surfacing. As the track is constrained to the east by residential rear gardens, any widening would necessarily involve encroachment onto the allotments which is likely to prove controversial and may involve a statutory process under the Allotments Act(s). The position of the track to the rear of private residential gardens could also give rise to amenity concerns if opened-up to commercial vehicles, albeit on a temporary basis. The applicant considers that this construction access option is not viable and Officers agree with this conclusion.

2.4 Option 3 – Construction access via Rosebery / Belmont / Castle Roads:

This option involves use of existing roads to the south of the site. Proposals would involve the temporary removal of parking on one side only of two of the three roads, creating a one-way system from and to London Road using the proposed access road along the southern boundary of the site as currently proposed. This southern access road would need to be provided prior to the main construction works. In

order to mitigate the temporary loss of on-street parking spaces for existing residents, a temporary car park is proposed within the site boundary, using a removable surface such as geo-textile matting. The precise routing through the access streets would be determined taking existing disabled parking spaces into consideration. Where relocation of any disabled parking space becomes necessary, it would be moved to the opposite side of the road to remain close to the dwelling it serves. Temporary traffic orders would be required for the one-way system together with suitable signage. The applicant suggests this is the most viable option for the routing of construction traffic.

2.5 Option 4 – Access via Meeson’s Lane:

This final option would use Meesons Lane east of the site and would involve forming a new access across the southern part of the Parker Road Park to link with Parker Road itself. From Parker Road the site would be accessed via an existing route, located in between nos. 87 and 89 Parker Road, which provides access to the rear gardens of Parker Road. This option offers the potential benefit of providing a compound for construction workers on part of Parker Road Park. However, there would be some temporary loss of public open space and the need for management measures to control the movement of vehicles between Meesons Lane and the site. Separate planning permission will also be required for the formation of the access across the park and any construction compound as these works would be ‘off-site’. It is concluded that this option is potentially achievable, subject to the resolution of the issues referred to above. This option may also give rise to potential concerns from residents in Meesons Lane and Parker Road.

3.0 CONCLUSION

- 3.1 Following the deferral of the application from July Planning Committee meeting the applicant has considered the available options for the routing of construction vehicles during the temporary construction phase. Options 1 and 2, involving access routes west of the site, are considered unviable due to the availability of land, negotiation with private landowners, potential delay, increased costs, potential loss of allotment land, amenity implications and the potential for separate planning permissions. Option 4, involving access via Meeson’s Lane and Parker Road is potentially achievable, but would involve the temporary loss of public open space. This option would also require ongoing management (with an associated cost) and would require separate planning permission.
- 3.2 Option 3 involving a one-way arrangement using two of the three streets south of the site is the most straightforward and viable option, although re-provision of existing on-street parking and traffic management would be required. Fuller details of this option, if considered the most appropriate option by the Committee, would be

required via a future application for the approval of details reserved by recommended condition no. 6.

- 3.3 The Committee is reminded that the substantive issue for consideration remains the determination of the planning application for the residential development of the site. Therefore, the recommendation to grant planning permission as presented to the Planning Committee in July remains unchanged.

4.0 RECOMMENDATION

Grant planning permission subject to:

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

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

B: the following planning conditions:

Time Limit

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

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

Accordance with Plans

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

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

External Materials

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

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

Boundary Treatments

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

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

Hours of Construction

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

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

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

Construction Environment Management Plan

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

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

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

Renewable Energy

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

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

Surface Water Drainage

8. Prior to the commencement of development a surface water management strategy shall be submitted to and agreed in writing by the local planning authority. The agreed strategy shall be constructed as agreed and maintained thereafter. There shall be no occupation of the development

until the approved surface water drainage system is operational, unless otherwise agreed in writing by the local planning authority.

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

Reptile Translocation

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

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

Parking Retention

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

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

Parking Management

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

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

Occupancy Restriction – Bungalows

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

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

Travel Plan

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

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

Landscaping

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

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

Landscape & Biodiversity Management Plan

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

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

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

INFORMATIVE:

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

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

Documents:

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

www.thurrock.gov.uk/planning

