

<p>Reference: 17/01683/FUL</p>	<p>Site: Little Malgraves Farm Lower Dunton Road Bulphan Essex RM14 3TD</p>
<p>Ward: Orsett</p>	<p>Proposal: Detailed planning permission for the creation of a new hospice (Use Class C2) GIA 1,407sq.m (15,145sq.ft); 80 new homes (Use Class C3); the creation of publically accessible open space; flood attenuation area, and vehicular access onto Lower Dunton Road.</p>

Plan Number(s):		
Reference	Name	Received
17068-007 A	Existing Site Layout	19th December 2017
17068-008 A	Existing Site Layout	19th December 2017
17068-009 A	Existing Site Layout	19th December 2017
17068-010 A	Existing Site Layout	19th December 2017
17068-011 A	Existing Site Layout	19th December 2017
17068-012 A	Existing Site Layout	19th December 2017
17068-020 A	Other	19th December 2017
17068-021 A	Proposed Plans	19th December 2017
17068-022 A	Proposed Plans	19th December 2017
17068-023 A	Proposed Plans	19th December 2017
17068-024 A	Proposed Plans	19th December 2017
17068-025 A	Proposed Plans	19th December 2017
17068-026 A	Proposed Plans	19th December 2017
17068-027 A	Proposed Plans	19th December 2017
17068-166	Proposed Plans	19th December 2017
17068-167 A	Proposed Plans	5th January 2018
17068-168 A	Proposed Plans	5th January 2018
17068-169	Proposed Plans	19th December 2017
17068-124 B	Proposed Floor Plans	19th December 2017
17068-125 B	Proposed Elevations	19th December 2017
17068-126 B	Proposed Floor Plans	19th December 2017
17068-127 B	Proposed Elevations	19th December 2017

17068-128 A	Proposed Floor Plans	19th December 2017
17068129 A	Proposed Elevations	19th December 2017
17068-130 A	Proposed Floor Plans	19th December 2017
17068-131 A	Proposed Elevations	19th December 2017
17068-132 A	Proposed Floor Plans	19th December 2017
17068-133 A	Proposed Elevations	19th December 2017
17068-134 A	Proposed Floor Plans	19th December 2017
17068-135 A	Proposed Elevations	19th December 2017
17068-136 B	Proposed Floor Plans	19th December 2017
17068-137 B	Proposed Elevations	19th December 2017
17068-138 B	Proposed Floor Plans	19th December 2017
17068-139 B	Proposed Elevations	19th December 2017
17068-140 A	Proposed Floor Plans	19th December 2017
17068-141 A	Proposed Elevations	19th December 2017
17068-142 A	Proposed Floor Plans	19th December 2017
17068-143 A	Proposed Elevations	19th December 2017
17068-144 A	Proposed Floor Plans	19th December 2017
17068-145 A	Proposed Elevations	19th December 2017
17068-146 B	Proposed Floor Plans	19th December 2017
17068-147 A	Proposed Elevations	19th December 2017
17068-148 A	Proposed Elevations	19th December 2017
17068-149 A	Proposed Elevations	19th December 2017
17068-150	Proposed Elevations	19th December 2017
17068-151	Proposed Elevations	19th December 2017
17068-152	Proposed Elevations	19th December 2017
17068-153	Proposed Elevations	19th December 2017
17068-156	Proposed Site Layout	19th December 2017
17068-155	Proposed Site Layout	19th December 2017
17068-154	Proposed Elevations	19th December 2017
17068-157	Proposed Site Layout	19th December 2017
17068-158	Proposed Site Layout	19th December 2017
17068-159	Proposed Site Layout	19th December 2017
17068-160	Sections	19th December 2017
17068-161	Sections	19th December 2017
17068-162	Sections	19th December 2017
17068-163	Sections	19th December 2017
17068-164	Sections	19th December 2017
17068-165	Sections	19th December 2017
0616/002 J	Proposed Plans	19th December 2017

0616/003 D	Proposed Elevations	19th December 2017
0616/004 D	Proposed Elevations	19th December 2017
0616/005 C	Drawing	19th December 2017
17068/002 A	Location Plan	19th December 2017
17068-003 B	Block Plan	19th December 2017
17068-004 A	Block Plan	19th December 2017
17068-005 B	Site Layout	19th December 2017
17068-006 A	Other	19th December 2017
17068-013 A	Existing Plans	19th December 2017
17068-014 A	Existing Plans	19th December 2017
17068-015 A	Existing Plans	19th December 2017
17068-016 A	Existing Plans	19th December 2017
17068-017 A	Existing Plans	19th December 2017
17068-018 A	Existing Plans	19th December 2017
17068-019 A	Existing Plans	19th December 2017
17068-105 E	Proposed Site Layout	5th January 2018
17068-106 C	Proposed Site Layout	5th January 2018
17068-107	Proposed Plans	19th December 2017
17068-120 A	Proposed Floor Plans	19th December 2017
17068-121 A	Proposed Elevations	19th December 2017
17068-123 A	Proposed Elevations	19th December 2017
17068-122 A	Proposed Floor Plans	19th December 2017

The application is also accompanied by:

- Planning Statement
- Design and Access Statement
- Accommodation Schedule
- Arboricultural Report and Tree Condition Survey
- Archaeology Evaluation
- Badger Survey
- Breeding Bird Survey
- Business Case for St Lukes Hospice
- Dormouse Survey
- Great Crested Newt Survey
- Invertebrate Report
- Landscape Management Plan
- Landscape and Visual Impact Assessment
- Reptile Survey

- Statement Community Engagement
- Sustainability and Energy Strategy
- Wintering Bird Survey
- Habitat Survey
- Transport Assessment
- Travel Plan

Applicant:

Skye Strategic Land (Laindon) Ltd
c/o Icen Projects

Validated:

5 January 2018

Date of expiry:

25 May 2018 [Extension of time agreed with applicant].

Recommendation: Approve, subject to conditions and planning obligations

1.0 BACKGROUND AND DESCRIPTION OF PROPOSAL

- 1.1 This application represents a revised scheme to that which was submitted under planning reference 14/00990/FUL and approved on the 15th December 2015. The 2014 application secured full planning permission for the creation of a hospice (1,407 sq.m) and 50 new detached houses. The scheme also provided an area of publically accessible open space and an area for flood attenuation. The consent granted under 14/00990/FUL is extant and remains implementable until 15 December 2018.
- 1.2 The committee report for application 14/00990/FUL is appended to this report in Appendix 1 for Members information and reference.
- 1.3 The current application seeks full planning application for the construction of a new hospice (Use Class C2) GIA 1,407sq.m, 80 new homes (Use Class C3), the creation of publically accessible open space, a flood attenuation area, a new vehicular access onto Lower Dunton Road and ancillary development.
- 1.4 The main elements of the proposal are provided in the table below:

Site (Gross)	Area	Residential site area approx. 7.8 hectares Hospice site area approx. 2.1 hectares Public Open Space site area approx. 6.2 hectares Total site area = 16.1 hectares
No. dwellings	of	40 no. three-bedroom houses 40 no. four-bedroom houses

TOTAL 80 no. houses			
House Type		Numbers	Bedrooms
A	A2	3	3
	A3	7	3
B	B1	13	3
	B2	9	3
	B3	8	3
C	C1	8	4
	C2	4	4
	C3	8	4
D	D1	7	4
	D2	3	4
	D3	5	4
E	E1	2	4
	E2	1	4
	E3	2	4
Floorspace	Hospice (Use Class C2) 1,407 sq.m. GIA 6 no. hospice bedrooms + 1 no. relative's bedroom		
Height	Houses: 2 storeys [up to 8.8m high] Hospice: 2 storeys [up to 9.7m high]		
Dwelling density	Approx. 10.3 dwellings per hectare [based on residential site area of approx. 7.8 hectares].		
Car Parking	Houses: total of 280 parking spaces with 2 spaces per dwelling [plus garages]. 20 additional visitor spaces. Hospice: 50 spaces, including 3 spaces for disabled users		

1.5 When compared to the extant permission:

Hospice

1.6 The proposed hospice is exactly the same as the extant permission and the only difference is that an updated business case has been provided which demonstrates the continued need for the hospice to serve the Borough.

Residential Development

1.7 The proposed residential development would result in an increase of 30 dwellings compared to the 2014 scheme. The mix of dwellings would be different to that originally approved, comprising 40 three bedroom and 40 four bedroom dwellings rather than 5 three bedroom, 20 four bedroom and 25 five bedroom dwellings.

1.8 The current application proposes the broadly the same range of architectural styles and materials as the 2014 scheme (classical, Arts & Crafts, Farmhouse

vernacular). Each dwelling would have a garage either attached to the dwelling or as a detached outbuilding adjacent to the dwelling.

1.9 The proposed road layout would remain the same as the 2014 scheme. Owing to the increase in the number of homes, the development would be of a higher density.

1.10 Nature of Enabling Development:

The application is presented on the basis that the development of 80 no. dwellings is necessary as 'enabling' development in order to deliver the proposed hospice. The applicant's Viability Assessment Report confirms that the proposed 80 no. dwellings are being built to enable and facilitate the construction of the new hospice and open space.

Access and Off-Site Highway Works

1.11 There is an existing point of access from Lower Dunton Road located at the north-western corner of the site. The proposals would involve the stopping-up of this access and the creation of a new, single point of access onto Lower Dunton Road located approximately 97m from the north-western corner of the site.

1.12 Similarly to the extant permission the proposals include a number of off-site highway measures as follows:

- improved road signage, road markings and anti-skid surfacing at the Lower Dunton Road / North Hill / South Hill junction; and
- additional road signage, road markings and the installation of a convex mirror at the Lower Dunton Road / Kirkham Road junction.

1.0 SITE DESCRIPTION

1.1 This 16.1 hectare site is located on the eastern side of Lower Dunton Road, in between its junctions with Kirkham Road (to the south) and Old Church Hill to the north. The site is broadly equidistant from the built-up areas of Horndon on the Hill to the south, Bulphan to the west and Langdon Hills to the north-east. The site is roughly rectangular in shape with a maximum frontage to Lower Dunton Road (measured north-south) of approximately 340m and a maximum depth (measured east-west) of approximately 635m.

1.2 The site can be best described as being used for equestrian uses and is signposted as 'Malgraves Equestrian Centre', with a collection of stable buildings located at the

north-western corner of the site, fenced paddocks across the western part of the site and an open area of rough grazing occupying the east of the site. A car parking area is located at the north-western corner of the site, adjacent to the existing access onto Lower Dunton Road with a 'Feed & Tack Centre' on the eastern side of the parking area. At the south-eastern of the car park is a small and now vacant dwelling. Arranged to the east of the car park is a collection of stable buildings, a steel-framed barn building, a ménage, an outdoor horse exercise area and various storage buildings including containers. To the south of the car park and adjacent to the site frontage is an area laid out for showjumping and to the east of this area are two frames for polytunnels, although these are not in use.

- 1.3 The remainder of the western part of the site is used as paddocks, with post and rail or similar fencing defining approximately 10 no. separate paddock areas. The eastern part of the site, an area of approximately 6 hectares, is an open area used for rough grazing.
- 1.4 All boundaries of the site are characterised by hedgerow and tree planting and there is a distinct hedgerow within the site separating the area of rough grazing from the western part of the site. A number of amenity trees have been planted on the north-eastern part of the site to the south of the car park.
- 1.5 To the west of the site and on the opposite side of Lower Dunton Road is the site of Langdon Hills Golf Club. To the south-west the site is adjoined by a small field which contains a barn structure at its north-western corner. Adjoining the site to the south-east are open fields used as paddocks. To the east of the site is a small area of broadleaf woodland. To the north-east of the site are open fields. Adjacent to the central northern boundary of the site is a private fishing lake. The dwelling known as Little Malgraves Hall adjoins the site to the north-west.
- 1.6 The site is within the Green Belt and within the low risk flood area (Flood Zone 1). Ground levels generally fall from south to north across the site from a high point of 62m AOD at the south-western corner of the site to a lowest point of 38m AOD on the northern boundary. There is a moderate slope (falling south to north) across the southern part of the site, although the nature of this slope decreases to the north.
- 1.7 Ordnance Survey mapping suggests that the site has historically been open and used agriculturally, with the equestrian related buildings only being present on the site since the 1990's.

1.8 RELEVANT PLANNING HISTORY

- 1.9 The following table provides the planning history:

Reference	Description	Decision
57/00466/FUL	Residential development	Refused
64/00835/FUL	Additional farmhouse adjacent Little Malgrave Hall (NW corner)	Refused
73/00282/FUL	Farmer's Dwelling (outline)	Refused
76/00109/OUT	Golf course & club house facilities (outline)	Approved
83/00697/FUL	Farm Manager's dwelling	Refused
92/00187/FUL	Siting of mobile home for 10 years	Refused
07/00944/FUL	Rear conservatory	Withdrawn
14/00990/FUL	Detailed planning permission for the creation of a new hospice (Use Class C2) GIA 1,407 sq.m. (15,145sq.ft.), 50 new homes (Use Class C3), the creation of publicly accessible open space, flood attenuation area and vehicular access onto Lower Dunton Road.	Approved 15.12. 2015 3 year consent

1.10 CONSULTATION AND REPRESENTATIONS

1.11 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

1.12 PUBLICITY:

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

20 objections received raising the following concerns:

- Access to site
- Additional traffic
- Environment pollution

- Out of character
- Possible excess noise
- Spoiling view
- Litter/smells
- Impact on local wild life
- NO public transport
- Schools and instructor
- Green belt
- Unacceptable materials

1.13 ANGLIAN WATER:

No objection.

1.14 BASILDON COUNCIL:

Object as the current proposal would have a significantly greater impact on the openness of this Green Belt site than the previous consent

1.15 EDUCATION:

No objection subject to a financial contribution of £740,417.93 towards nursery, primary and secondary education.

1.16 ENVIRONMENT AGENCY:

No comments to make to this application.

1.17 ENVIRONMENTAL HEALTH:

No objection subject to conditions.

1.18 ESSEX COUNTY COUNCIL ARCHAEOLOGY:

No objection.

1.19 ESSEX AND SUFFOLK WATER:

No objection.

1.20 FLOOD RISK MANAGER:

No objection subject to conditions.

1.21 HEALTH AND WELLBEING

Objection. Whilst there is a recognised need for a Hospice in the Borough concern is raised to the location of the application site which is not centrally located or easily accessible.

1.22 HIGHWAYS:

Concern raised to the location of the site although it is recognised that there is an extant permission for a similar development. Mitigation measures would be necessary to address concerns over the access arrangement and the impact upon the local highway network. Without appropriate mitigation, application should be refused.

1.23 HOUSING:

A policy compliant level of affordable housing, 35% of the development, to meet policy CSTP2 should be provided.

1.24 LANDSCAPE AND ECOLOGY ADVISOR:

Object, as the current application exacerbates concerns raised to the previous application [14/00990/FUL] as this part of the Borough has had little development and retains a distinct rural character. The increase in density of dwellings on the site is considered likely to cause further adverse landscape and visual effects in addition to those generated by the previous scheme with less scope to be able to mitigate it. It will exacerbate the loss of openness within this rural location. It is considered that the revised scheme would not have any additional effects on the ecology or trees on site.

1.25 NHS ENGLAND:

The development would have an impact upon healthcare provision in the area and could generate approximately 200 residents. To mitigate the impact upon health services a financial contribution of £31,533 is required towards the West Horndon Branch Surgery (including its main Peartree Surgery).

1.26 PUBLIC HEALTH:

Object, as there are no mitigation measures for healthcare, education impacts and any green space and leisure facilities is distant and can only be accessed by car.

1.27 TRAVEL PLAN CO-ORDINATOR:

Concern raised, as significant investment to highways improvements is needed because of the rural location and distance to public transport, footways and cycle paths.

1.28 POLICY CONTEXT

1.29 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
- 1. Building a strong, competitive economy
- 4. Promoting sustainable transport
- 6. Delivering a wide choice of high quality homes
- 7. Requiring good design
- 8. Promoting healthy communities
- 9. Protecting Green Belt land
- 10. Meeting the challenge of climate change, flooding and coastal change
- 11. Conserving and enhancing the natural environment

1.30 Planning Policy 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 a number of subject areas, with each area containing several subtopics. Those of particular relevance to the determination of this planning application comprise:

- Design
- Flood Risk and Coastal Change
- Health and wellbeing
- Housing and economic development needs assessments

- Housing and economic land availability assessment
- Light pollution
- Natural Environment
- Noise
- Open space, sports and recreation facilities, public rights of way and local green space
- Planning obligations
- Renewable and low carbon energy
- Transport evidence bases in plan making and decision taking
- Travel plans, transport assessments and statements in decision-taking
- Use of Planning Conditions
- Viability

1.31 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 Thurrock)¹

SPATIAL POLICIES

- CSSP1 (Sustainable Housing and Locations)
- CSSP4 (Sustainable Green Belt)

THEMATIC POLICIES

- CSTP1 (Strategic Housing Provision)
- CSTP2 (The Provision Of Affordable Housing)
- CSTP11 (Health Provision)
- CSTP15 (Transport in Greater Thurrock)³
- CSTP18 (Green Infrastructure)
- CSTP19 (Biodiversity)
- CSTP20 (Open Space)
- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)²
- CSTP25 (Addressing Climate Change)²
- CSTP26 (Renewable or Low-Carbon Energy Generation)²
- CSTP27 (Management and Reduction of Flood Risk)²

POLICIES FOR MANAGEMENT OF DEVELOPMENT

- PMD1 (Minimising Pollution and Impacts on Amenity)²
- PMD2 (Design and Layout)²
- PMD5 (Open Spaces, Outdoor Sports and Recreational Facilities)³
- PMD6 (Development in the Green Belt)²
- PMD7 (Biodiversity, Geological Conservation and Development)²
- PMD8 (Parking Standards)³
- PMD9 (Road Network Hierarchy)
- PMD10 (Transport Assessments and Travel Plans)²
- PMD12 (Sustainable Buildings)²
- PMD13 (Decentralised, Renewable and Low Carbon Energy Generation)
- PMD15 (Flood Risk Assessment)²
- PMD16 (Developer Contributions)²

[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].

1.32 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.

1.33 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. Appendix 5 (List of Rejected Sites) of the 2012 Consultation draft includes the site as a rejected housing site (ref. ORS02). Within the 2013 consultation draft the application site is identified as a preferred location for a hospice under Policy SAP12 (Health Facilities). Policy SAP1 (Land for Housing Development) also identifies the site as a location for “Enabling Housing Development” with capacity for 80 dwellings.

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.

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

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

1.35 Thurrock Local Plan

In February 2014 the Council embarked on the preparation of a new Local Plan for the Borough. Between February and April 2016 the Council consulted formally on an Issues and Options (Stage 1) document and simultaneously undertook a 'Call for Sites' exercise. It is currently anticipated that consultation on an Issues and Options (Stage 2 Spatial Options and Sites) document will be undertaken in 2018.

1.36 ASSESSMENT

1.37 With reference to process, this application has been advertised as being a major development and as a departure from the Development Plan. Any resolution to grant planning permission would need to be referred to the Secretary of State under the terms of the Town and Country Planning (Consultation) (England) Direction 2009 with regard to the proposed quantum of development within the Green Belt. The Direction allows the Secretary of State a period of 21 days (unless extended by direction) within which to 'call-in' the application for determination via a public inquiry. In reaching a decision as to whether to call-in an application, the Secretary of State will be guided by the published policy for calling-in planning applications and relevant planning policies.

1.38 The application needs to be assessed based on upon the following material considerations:

- I. The Extant Permission the Principle of the Development and the Impact upon the Green Belt
- II. Traffic Impact, Access and Car Parking
- III. Design and Layout and Impact upon the Area
- IV. Landscape and Visual Impact
- V. Open Space, Green Infrastructure and Landscaping
- VI. Impact upon Ecology and Biodiversity
- VII. Flood Risk and Drainage
- VIII. Impact upon Amenity
- IX. Energy and Sustainable Buildings
- X. Viability and Planning Obligations

I. THE EXTANT PERMISSION, THE PRINCIPLE OF THE DEVELOPMENT AND THE IMPACT UPON THE GREEN BELT

- 1.39 The grant of planning permission in 2015 established the principle of housing to support the provision of a hospice in this location. The applicant has submitted an updated business case which demonstrates the continued need for a hospice in the Borough and the need for a hospice has not been challenged by the Council.
- 1.40 Given that the consent granted in 2015 can be implemented until December 2018, and the continued need for a hospice in the Borough has been proven, no objection is raised to the principle of the development.
- 1.41 When compared to the extant permission the proposed hospice is exactly the same as the extant permission. This application differs from the 2014 scheme in that it would increase the number of dwellings by 30 to a total of 80 with a different housing mix and layout.
- 1.42 Therefore, the primary issue for consideration is the impact of the additional 30 dwellings, change in housing mix and whether there is a demonstrable need for the revisions to deliver the hospice. However, firstly, it is necessary to refer to the following key questions:
1. Whether the proposals constitute inappropriate development in the Green Belt;
 2. The effect of the proposals on the open nature of the Green Belt and the purposes of including land within it; and
 3. Whether the harm to the Green Belt is clearly outweighed by other considerations so as to amount to the very special circumstances necessary to justify inappropriate development.

1. Whether the proposals constitute inappropriate development in the Green Belt

1.43 Similar to the 2014 scheme, the proposals represent inappropriate development in the Green Belt. However, whilst the current scheme would increase the number of residential properties, the applicant has been careful to not increase the mass and bulk of the residential development. The table below provides a comparison of the difference between the applications in terms of land coverage and gross internal floor area:

		Site Coverage	Footprint Gross Internal Floor Area	Footprint Gross External Floor Area	Volume
Total Previous Building Coverage		9.9 hectares	13,334 sq.m	14,819 sq.m	55,418m ³
Hospice		2.1 hectares	1,407 sq.m	1,590 sq.m	6,582m ³
Residential Uses		7.8 hectares	11,927 sq.m	13,229 sq.m	48,836m ³
Total Current Application Building Coverage		9.9 hectares	13,286 sq.m	15,811 sq.m	54,746m ³
Hospice		2.1 hectares	1,407 sq.m	1,590 sq.m	6,582m ³
Residential Uses		7.8 hectares	11,879 sq.m	14,221 sq.m	48,165m ³
Difference between existing and proposed	None		48 sq.m less residential floorspace with the current application	992 sq.m more than residential floorspace with the current application	-671m ³ less residential floorspace with the current application

1.44 As can be seen from the above table, despite the additional 30 dwellings, the scheme would only marginally increase the amount of residential floor space and would actually result in a decrease in the volume and bulk of the development overall. On balance it is not considered that a recommendation of refusal based upon the increase in residential floor space would be supported at appeal given the

could be substantiated given the favourable comparison with the previously approved scheme.

2. The effect of the proposals on the open nature of the Green Belt and the purposes of including land within it; and

1.45 Paragraph 80 of the NPPF sets out the five purposes which the Green Belt serves as follows:

- i. to check the unrestricted sprawl of large built-up areas;
- ii. to prevent neighbouring towns from merging into one another;
- iii. to assist in safeguarding the countryside from encroachment;
- iv. to preserve the setting and special character of historic towns; and
- v. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

1.46 In response to each of these five purposes:

- i The site occupies a relatively isolated position in the Borough, with only a ribbon of built development close-by along Lower Dunton Road. The site is distant from the modest settlements of Bulphan and Horndon on the Hill, with the nearest large built-up area located to the north and north-east within Basildon District. The proposals would spread the existing extent of built development (located on the eastern side Lower Dunton Road between the South Hill and Old Church Hill junctions) further into this part of the Green Belt. This would result in an amount of 'sprawl' which would be harmful to a degree and is therefore inappropriate development in the Green Belt. However, as the NPPF refers to "large built up areas" it is considered on balance that the proposals would not significantly impact upon the purpose of the Green Belt in checking the unrestricted sprawl of large built-up areas.
- ii At a wider geographical level, the site forms part of an area of Green Belt which separates the built-up areas of Stanford-le-Hope / Corringham (in the south) and Langdon Hills / Laindon (in the north). The application site forms only a small part of the Green Belt 'corridor' separating the two settlements. Nevertheless, the development proposals would result in some harm to the purpose of the Green Belt in preventing neighbouring towns from merging into one another.
- iii. The proposals would comprise a substantial amount of new building in an area which, apart from the dwelling and equestrian buildings, is currently free from development. The quantum of built development and associated residential curtilages and car parking areas would be inappropriate development and would reduce the openness of the area conflicting with the purpose of the

Green Belt of safeguarding the countryside from encroachment. Consequently, there would be harm to this Green Belt purpose.

- iv. As there are no historic town in the immediate vicinity of the site, the proposals do not conflict with this defined purpose of the Green Belt.
- v. In general terms the development of a hospice and residential development could occur in the urban area and in principle, there is no spatial imperative why Green Belt land is required to accommodate the proposals. The applicant's case for Very Special Circumstances (considered below) refers to the allocation of the site within the 2013 Consultation. This document promotes the site as a location for a hospice with enabling residential development. However, work on the Site Allocations Local Plan was suspended pending the preparation of a new Local Plan. Work undertaken on the Site Allocations Local Plan will be kept and used to inform the new Local Plan, which is targeted for adoption in 2021. The allocation of the site emerging in 2013 can therefore be afforded only limited weight in the decision making process, albeit there are no other proposals for a hospice being formally promoted (either in the urban areas or Green Belt). Consequently, development of the site would be contrary to the Green Belt purpose of assisting in urban regeneration, by encouraging the recycling of derelict and other urban land.

1.47 Under this heading, it is concluded that the proposals would conflict with a number of the defined purposes for including land mentioned at paragraph 80 of the NPPF and therefore impact upon the open nature and character of the Green Belt.

3. Whether the harm to the Green Belt is clearly outweighed by other considerations, so as to amount to the Very Special Circumstances necessary to justify the development

1.48 Neither the NPPF nor the Adopted Core Strategy provide guidance as to what can comprise 'Very Special Circumstances', either singly or in combination. However, some interpretation of Very Special Circumstances has been provided by the Courts. The rarity or uniqueness of a factor may make it very special, but it has also been held that the aggregation of commonplace factors could combine to create very special circumstances. The Planning Statement submitted by the applicant to accompany the application sets out the applicant's case for development under the following headings:

1. Planning consent for a Hospice with enabling residential development that was not called-in (through the process of determination for this previous application) by the Secretary of State;
2. The principle of development and alternative sites;

3. Positively responding to an aging population in Thurrock;
4. Ability to deliver healthcare improvements for in Thurrock;
5. The role of the application site in the Green Belt;
6. Ability to positively contribute towards housing land supply;
7. Maintaining momentum and delivery of regeneration with the Thames Gateway;
8. Linkages to London Gateway Port and Logistics Park and Coryton;
9. Highway / safety improvements within the nearby vicinity; and
10. The sustainability of the site.

1.49 The applicants case for Very Special Circumstances is very similar to that which was presented in support of the 2014 scheme. Given that the continued need for a hospice has been accepted it is not considered necessary to revisit the applicant's case for the hospice. Points 2-5 are therefore not examined in any further detail and are accepted. The committee report for application 14/00990/FUL is appended for Members reference of these points.

1.50 For points 1 and 6 – 10 these are considered below:

1. The Extant Planning Permission for the Hospice with enabling residential development

1.51 The applicant's case under this heading refers the previous planning application (14/00990/FUL) granted on 15 December 2015. The applicant's case demonstrates that the extant planning permission assessed and considered the impact upon the Green Belt with Very Special Circumstances for that application outweighing the harm to the Green Belt to justify the granting of planning permission. It is also recognised that following referral of the Council's Planning Committee's intention to grant planning permission to the Secretary of State, as required by the process as explained in paragraph 6.1 of this report, the Secretary of State determined that the planning application be determined by the Council.

1.52 In terms of considering previous planning permissions the applicant's case references the recent planning decision of the Council at the site of Land Part of Little Thurrock Marshes (ref 15/01534/OUT) where 'moderate weight' was given to the fact the principle of development at the site had been accepted in previous planning permissions.

Consideration:

1.53 As set out above, the extant planning permission weighs in favour of the revised scheme. Moderate weight is given to this fact.

6. Ability for the Site to Positively Contribute Towards Housing Land Supply:

- 1.54 The applicant refers to NPPF requirements regarding 5 year housing land supply and the requirement for a 20% buffer where there has been persistent underachievement measured against the 5-year target. The Strategic Housing Market Assessment (SHMA) for South Essex (May 2016) identifies that the objectively assessed housing needs in Thurrock range between 919 to 973 dwellings per annum for the period 2014-2037. The Council's latest Five Year Housing Land Supply Position Statement (July 2016) identifies a supply of between 2.5 to 2.7 years when compared to the housing requirement.
- 1.55 The applicant states that the Council's failure to deliver a 5-year housing land supply has been widely accepted by many, including the Planning Inspectorate and the Secretary of State. The extant permission has already approved 50 dwellings and therefore this proposal would add another 30 dwellings. The applicant states that the contribution towards delivery of housing and a lack of a five year housing land supply was afforded significant weight with the Little Thurrock Marshes application (ref 15/01534/OUT).
- 1.56 With regard to housing mix, the applicant has provided information demonstrating that there is currently no demand for 5 bedroom detached houses in this location, which is why this application proposes a mix of 3 and 4 bedroom units, where there is demand.

Consideration:

- 1.57 Government advice through the PPG in Paragraph: 034 Reference ID: 3-034-20141006 states: '*Unmet housing need (including for traveller sites) is unlikely to outweigh the harm to the Green Belt and other harm to constitute the "very special circumstances" justifying inappropriate development on a site within the Green Belt*'.

Therefore, whilst significant weight should be attached to the provision of new housing this factor alone cannot constitute Very Special Circumstances.

- 1.58 In terms of housing mix, the applicant argues it is necessary to amend the proposal on the basis that the original 50-unit scheme is not viable because there is insufficient market demand for the larger properties (the proposal include 25 substantial 5-bedroom homes).
- 1.59 Policy CSTP1 requires the dwelling mix for new residential developments to be provided in accordance with the latest [May 2016] Strategic Housing Marketing Assessment [SHMA] and the update Addendum [May 2017]. The SHMA sets out

the housing need and mix requirements for the Borough but also the wider context of South Essex.

- 1.60 The SHMA identifies the predominant need for 3 bedroom semi-detached and terraced houses and 1 and 2 bedroom flats. The proposed development would provide 40 x 3 bedroom and 40 x 4 bedroom dwellings.
- 1.61 Whilst the current scheme would not make provision for 1 or 2 bedroom flats it would make a greater contribution towards 3 bedroom houses than the original scheme, which provided only 5 three bedroom properties. This factor weighs in favour of the current proposal.
- 1.62 Policy CSTP11 supports, in principle, the provision of a hospice in the Borough. The policy make provision to allow enabling development '*...if it can be demonstrated that this is essentially required*'. Further detail on this point was provided in the 2013 Consultation Draft Site Specific Allocations DPD 'Further Issues and Options':
- "the amount of enabling development, up to the maximum of 80 dwellings, which will be agreed in principle by the Council will be that demonstrated by way of 'open book' viability appraisal to be the minimum necessary to bring about the hospice taking into account all other available and likely sources of finance, and the requirements of Policies for the Management of Development. The Council does not expect the enabling development to include affordable housing as required by policy CSTP2 of the Core Strategy."*
- 1.63 The application includes a viability assessment demonstrating that the proposal is enabling development with the '*residential elements of the scheme funding the majority of the provision of the hospice*' and consequently the proposal '*cannot afford to accommodate any affordable housing or further contributions as this will impact on the viability*' of the development.
- 1.64 The applicant's viability assessment has been subject to an independent viability review and the conclusions are that the costs stated in the applicant's viability assessment are high with regard to the residential part of the development and the hospice. Because of this the independent viability advisor recommended a '*quantity surveyor is instructed to provide a detailed assessment of these costs before a final decision about viability is made*' and '*recommend that a revised benchmark land value assessment is undertaken*'. This further work has been undertaken and whilst there is a difference between the applicant's viability assessment and the independent viability assessment the outcomes are sufficiently similar, which confirms that the provision of 80 dwellings can be legitimately seen as enabling development.

7. Maintaining Momentum and Delivery of Regeneration within the Thames Gateway:

- 1.65 The applicant argues the Thames Gateway area remains a national growth area and it is necessary to provide housing to support growth. The applicant argues new homes must be well-integrated, should include different types of tenures and support a range of household sizes, ages and incomes.

Consideration:

- 1.66 The applicant makes reference to the Sustainable Communities Plan published by the former Office of the Deputy Prime Minister (ODPM) in 2003. Members may recall that the Plan envisaged major growth in four areas of the south-east, including the Thames Gateway. Page 52 of the Plan notes that the Thames Gateway area presents a huge opportunity due to its location close to London, its major transport links, the large concentration of brownfield sites and the potential to regenerate existing deprived communities. The Plan goes on to state:

“The regeneration of the Gateway is a broad-based project that needs to tackle brownfield development, economic growth, environmental improvement and urban renewal in an integrated way.”

- 1.67 Although the Thames Gateway zone clearly includes areas of Green Belt, the focus of the Plan is arguably urban renewal and regeneration of brownfield sites. References in the Sustainable Communities Plan to the term Green Belt are:

- a *“guarantee to protect green belt”* (p.4);
- to *“maintain and increase the amount of green belt land in the region”* (p.40);
- to *“maintain or increase the current area of land designated as green belt”* (p.44); and
- the use of *“green belt and countryside protection tools to maintain the openness of the countryside around areas of growth to prevent urban sprawl”*.

- 1.68 Consequently the Plan gives no support for growth in preference to the protection of the Green Belt. In these circumstances, and despite the designation of Thames Gateway as a national growth area, only very limited weight should be given to this matter in the overall balance of considerations. A similar view was taken by the Planning Inspector for the Bata Field appeal as follows:

“I do not consider that the development would contribute significantly to maintaining

the momentum of regeneration in the Thames Gateway.” (Inspector’s Report para 353).

8. Linkages to London Gateway Port and Logistics Park and Coryton

- 1.69 The applicant refers to the on and off-site employment opportunities generated by London Gateway. The applicant refers to a net labour supply figure (for 2011) of 16,000 people in Thurrock and suggests that the majority of new jobs at London Gateway will be occupied by people from outside of the Borough. The applicant considers that there is a risk that the economic benefits of London Gateway (employee income) will be lost from Thurrock. The applicant refers to a potential imbalance between housing and employment growth and cites the Bata Field appeal decision (ref: 09/50045/TTGOUT) where the Planning Inspector attached “moderate weight” to the location of the Bata site near to London Gateway and recognised the synergies between employment and housing opportunities. The potential for future employment creation at the former Coryton oil refinery site is also highlighted by the applicant and the creation of 5,000 jobs. The residential development on the application site could offer advantages in reducing commuting distances for employees, retaining economic benefits in Thurrock, reducing in-commuting and thereby reducing congestion.

Consideration:

- 1.70 This factor formed part of the applicant’s case for Very Special Circumstances for the planning appeal at the Bata Field site, where the applicant argued that the proximity of Bata Field to London Gateway and the Port of Tilbury sites meant that new housing could support employment growth at those locations.
- 1.71 The Malgraves Farm site is located some 6km to the north-west of London Gateway, whereas Bata Field is some 4.7km to the south-west. Both locations can be considered to be within the reasonable catchment of potential employees for the London Gateway site. However, the potential link between employment growth and new housing seems to be based on geographical proximity rather than a deliberate attempt to link employment and housing growth through, for instance, improvements to transport linkages. The links between the application site and London Gateway / Coryton should be treated as incidental (i.e. there is no guarantee that occupiers of the proposed residential development would be employees at either the London Gateway or Coryton sites). Nevertheless, the Planning Inspector at the Bata Field inquiry concluded that “moderate weight” should be attached to this consideration. As the current application site is reasonably well located in relation to employment potential it is also concluded that this factor attracts ‘moderate weight’ in the balance of considerations.

9. Highway / Safety Improvements within the Nearby Vicinity

1.72 The applicant refers to the potential housing / employment links between the site and London Gateway / Thames Enterprise Park (noted above) and stresses the importance of vehicular links between the two. Attention is drawn to the Lower Dunton Road / North Hill (B1007) / South Hill (B1007) road junction, a number of accidents at this junction and concerns raised during pre-application public consultation. In response to the accident data and public concern, the applicant proposes improvement works (to be secured via a s106 agreement) to this junction to mitigate the impact of the development and traffic associated with London Gateway and Thames Enterprise Park. These improvements comprise:

- improved road markings;
- improved signage;
- improved anti-skid surfacing; and
- rumble strips.

1.73 In addition, the applicant proposes improvements to the Lower Dunton Road / Kirkham Road junction comprising:

- signage;
- road marking; and
- a convex mirror.

Consideration:

1.74 In this case, the applicant's Planning Statement notes that "*whilst the number of accidents within the study area is low there have been a number of accidents at this junction (Lower Dunton Road / North Hill (B1007) / South Hill (B1007)) over a 5-year period.*" Accident data from the Transport Assessment identifies that the number of accidents is '*below the regional and national average*' over a five year period.

1.75 The Council's Highways Officer has raised concern to the application for the reasons stated in the highway assessment section of this report [below]. A package of mitigation measures has been put forward by the applicant and is discussed in detail below. For the purposes of this section of the report it can be concluded that the highway improvements are necessary to mitigate the impact of the development. Consequently, only limited weight should be attached to this matter in the consideration.

10. The Sustainability of the Site

1.76 With reference to the three dimensions of sustainable development set out in the NPPF, the applicant considers that the proposals offer:

- *Social:* the proposed hospice will support the wider community of Thurrock by providing specialist care and treatment. The proposed dwellings will complement economic growth at London Gateway and Thames Enterprise Park and will contribute to housing land supply. The dwellings will meet Lifetime Homes Standards. Social benefits also include the proposed highway safety improvements.
- *Economic:* the proposals strengthen the local economy by providing new homes alongside job opportunities. The development seeks the introduction of a high quality communications infrastructure. The hospice would create 26 full time jobs alongside construction jobs associated with the development.
- *Environmental:* new public open space and habitat enhancements would be created. The development would be constructed to relevant Code for Sustainable Homes / BREEAM standards and would provide on-site renewable energy.

Consideration:

1.77 Paragraph 6 of the NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development and paragraph 7 describes the three dimensions of sustainable development as economic, social and environmental. There is no doubt that, if approved, the proposals would deliver a number of benefits under these headings as described by the applicant. However, it is considered that these benefits do not necessarily override the presumption against inappropriate development in the Green Belt. Although the NPPF sets out a presumption in favour of sustainable development, this does not supersede development plan policies which presume against development in the Green Belt. Indeed, paragraph 14 of the NPPF states that the presumption in favour of sustainable development does not mean that development proposals should be approved where specific policies in the Framework indicate that it should be restricted, as in the case of land designated as Green Belt. In these circumstances, only limited weight can be attached to contribution the proposals would make towards sustainable development.

Summary of Very Special Circumstances

1.78 The table below provides a summary of the Very Special Circumstances and the weight that is attributed to them in assessing the planning balance for the whether the principle of the development is acceptable.

Summary of Green Belt Harm and Very Special Circumstances			
Harm	Weight	Factors Promoted as Very Special Circumstances	Weight
Inappropriate Development	Substantial	Extant Planning Consent	Significant Weight
Reduction in the openness of the Green Belt		Principle of Development and Alternative Sites	Moderate Weight
		Positively responding to an ageing population in Thurrock	Limited Weight
		Ability to prioritise delivery of healthcare improvements in Thurrock	Limited Weight
		Role of the application site in the Green Belt	No Weight
		Ability to positively contribute towards housing land supply	Significant weight
		Maintaining momentum and delivery of regeneration within the Thames Gateway	Very Limited Weight
		Linkages to London Gateway and Logistics Park and Thames Enterprise Park	Moderate weight
		Highway/Safety improvements within the nearby vicinity	Limited Weight
		The sustainability of the site	Limited Weight

1.79 As ever, in reaching a conclusion on Green Belt issues, a judgement as to the balance between harm and whether the harm is clearly outweighed must be reached. In this case there is harm to the Green Belt with reference to inappropriate development and loss of openness has to be considered against the factors promoted as Very Special Circumstances. Several factors have been promoted by the applicant as ‘Very Special Circumstances’ and it is for the Committee to judge:

- i. the weight to be attributed to these factors;

- ii. whether the factors are genuinely 'very special' (i.e. site specific) or whether the accumulation of generic factors combine at this location to comprise 'Very Special Circumstances'.

6.44 Taking into account all Green Belt considerations, notably the applicant's fallback position, the limited impact of the additional dwellings and the housing mix, it is considered that, on balance, the applicant has demonstrated Very Special Circumstances which clearly outweigh the identified harm to the Green Belt.

II. SUSTAINABILITY, ACCESS, TRAFFIC IMPACT AND CAR PARKING

Sustainability

6.45 The site is in an unsustainable location. The site is found on the eastern side of Lower Dunton Road; there are no footways on either side of the road and the nearest footpaths are located away from the site and involve paths crossing fields and woodlands. There are no cycle routes serving this area and there are no bus routes. The nearest bus route (no.374) serves Horndon on the Hill. Laindon railway station is 2.9km from the site and would require private vehicle usage to access the railway station.

6.46 Access to shops and services are the following distances away:

- Laindon Hills Shopping Centre - just over 4 kilometres away
- Stanford-le-Hope train Station - approximately 5 kilometres away
- Corringham - approximately 6 kilometres from the site, and
- Basildon - approximately 9 kilometres from the site

6.47 As the site is located in an unsustainable location it is likely to be highly dependent on private vehicle usage contrary to requirements of the paragraphs 34 and 35 of the NPPF, which seek to exploit the opportunities for the use of sustainable transport modes and minimise the need to travel in rural areas.

6.48 However, it must be recognised the extant permission has established the principle of housing and a hospice in this location. Therefore, consideration should be focussed on the additional 30 dwellings and associated activity that would be generated through this increase.

6.49 In seeking to address these issues the applicant seeks to promote sustainable transport opportunities through a Framework Travel Plan (FTP). The FTP includes the following measures:

- welcome pack / travel pack for householders detailing information for local bus, rail and cycle services and links;
- provision of secure cycle storage areas;
- promotion of cycling;
- potential for discounts at cycle shops and a bike tagging scheme;
- journey and timetable information for public transport; and
- encouragement of car-share opportunities.

6.50 Whilst these measures are encouraged, they should be seen in the context of the relative isolation of the site from bus and rail services and cycle and footpath links. Therefore, despite the promotion of public transport journey and timetable information it is considered highly unlikely that future residents would walk or cycle to these links, given the distance from the site and the nature of road conditions along Lower Dunton Road. In all probability future residents of the development would be wholly reliant on private vehicles to access employment, shops, school and other services and amenities. The Council's Travel Plan Co-ordinator has raised concern on this basis as the Framework Travel Plan could not be approved without significant investment to highways improvements to address the sustainability issues. This matter is addressed below.

Access and Traffic Impact

- 6.51 Access arrangements would remain the same for this proposal as the 2014 scheme. The existing site access would be closed up and a new bellmouth access would be created 90m further south along the eastern boundary of Lower Dunton Road. To facilitate the junction works are proposed to Lower Dunton Road through widening of the road, within highway land, to create a right hand turn filter lane into the site from the northbound carriageway.
- 6.52 From the bellmouth junction into the site a series of internal roads are proposed with one main road linking all the residential areas and the hospice. This main spine road would have a footway on one side and a footway on both sides towards its access from Lower Dunton Road. A series of internal roads are proposed comprising cul-de-sac and crescent road arrangements. Different widths and surfacing treatments are proposed.
- 6.53 When considering the highway impact of the current application it is necessary to recognise the extant permission represents the fallback for the applicant. Consideration should therefore be focussed on the impact of the additional 30 dwellings rather than assessing the proposal as a new 80-unit scheme.

- 6.54 In support of the increased number of dwellings, the applicant has submitted a new Transport Assessment (TA) and road safety audit.
- 6.55 The TA identifies that the proposed residential and hospice uses would lead to trip generation of 39 two-way traffic movements in the AM weekday peak hour and 34 PM peak hour. The TA states that the level of trip generation can be '*accommodated within the surrounding highway network without detriment to either safety or capacity*' and that the existing highway network can '*continue to operate well within desirable levels of operational capacity with the proposed development traffic*'. The Council's Highway Officer raises concern to the findings of the TA but recognises that a range of improvements could address the road safety concerns to make the development proposals acceptable.
- 6.56 The TA proposes a number of mitigation measures to improve the local highway network including:
- improved road markings;
 - improved signage;
 - improved anti-skid surfacing; and
 - rumble strips.
 - improvements to the Lower Dunton Road / Kirkham Road junction comprising:
 - signage;
 - road marking; and
 - a convex mirror.
- 6.57 The Council's Highways Officer agrees with the mitigation measures proposed and has advised that the improvements to the junction of Lower Dunton Road and South Hill/North Hill in particular, are necessary to mitigate the current proposal.
- 6.58 For the construction phase a Construction Environmental Management Plan would be needed. This matter could be addressed through the use of a planning condition.

Parking

- 6.59 The Council's Draft Parking Standards and Good Practice document (2012) include the following car parking standards:
- Houses (low accessibility) – minimum 2 spaces per dwelling (for houses with 4 or more bedrooms an additional space will be permitted. 0.25 spaces per dwelling for visitors;
 - Use Class C2 (residential care home) – 1 space per full-time equivalent (FTE) staff plus 1 visitor space per 3 beds.

- 6.60 The applicant's TA demonstrates that each dwelling would have two off street parking spaces and each dwelling would have a garage, either a single or double garage. In total 280 off street parking spaces would be provided for all dwellings including 20 additional visitor spaces. Parking provision for the dwellings therefore complies with the Council's draft standards.
- 6.61 The proposals include the provision of 50 parking spaces (including 3 spaces for disabled users) to serve the hospice on the basis that the hospice would employ 26 staff. When considering the range of services which the hospice intends to provide and the potential use by patients and visitors, it is considered that this level of parking is appropriate.
- 6.62 The 2012 Draft Parking Standards also include recommendations for bicycle storage at a ratio of 1 secure and covered parking space per dwelling, which can be included within a garage space. All of the proposed dwellings would meet the suggested bicycle parking standard as each plot can provide cycle parking provision in a garage. For the hospice the draft standards suggest bicycle parking provision at a ratio of 1 space per 5 staff. Although the submitted plans for the proposed hospice building do not allocate specific areas for bicycle storage, there is nevertheless sufficient space on the hospice site to accommodate such parking and such details can be agreed through a planning condition.
- 6.63 The level of parking provision is considered acceptable with regard to the requirements of policy PMD8

III. DESIGN AND LAYOUT AND IMPACT UPON THE AREA

- 6.64 The majority of the site is undeveloped comprising of fields and the only development areas within the site are located towards the north west corner of the site where is a dwelling and a number of agricultural and equestrian buildings and facilities. The site is currently vacant.
- 6.65 The proposal is considered against policy CSTP22, which requires proposals to have a *'positive response to the local context'*, and policy CSTP23 seeks to *'protect, manage and enhance the character of Thurrock to ensure improved quality and strengthened sense of place'* with proposals needed to be considered where there character is a *'rural landscape'* and within the *'Green Belt'*. Policy PMD2 states *'Development must contribute positively to the character of the area in which it is proposed, and to surrounding areas that may be affected by it. It should seek to contribute positively to local views....and natural features'*

Layout

- 6.66 The extant planning permission allows for development of the hospice in the eastern field within the site and 50 dwellings cover an area of approximately 80% of the western half of the site. One of the Very Special Circumstances presented with the extant planning permission was '*design quality and placemaking*' with an emphasis on achieving high quality design with a spatial layout with dwellings on large plots to be constructed by reputable house builder. Another consideration was the opportunity to provide executive large dwellings and this was referenced in the committee minutes from June 2015 at the time the extant planning permission was determined.
- 6.67 The current application includes the same siting and land take for the hospice associated car parking facilities. The residential land take of 7.8 hectares would also be the same as the extant planning permission but the increase in dwelling numbers to 80 from 50 would result in a more suburban layout when compared to the extant planning permission. However, the same land area would be used, the same road layout and the same landscaping is proposed as the extant permission. It is also recognised that the overall volume of the development would be less than the extant permission. Therefore, whilst the layout would be more suburban it would still be spaciouly laid out and would be built to a low housing density of 10 dwellings per hectare.
- 6.68 As the development would effectively form a cul-de-sac arrangement opportunities for permeability and legibility should be considered, however, as the application does not demonstrate control of own any adjoining there are no opportunities to provide footpath and cycle links to wider areas other than along the Lower Dunton Road.
- 6.69 There are five individual house types proposed with this development with house types A and B proposed as the 3 bedroom units and house types C, D and E proposed as the 4 bedroom units. Each house type has either a detached or attached single or a double garage. The individual layout for each plot raises no objection.

Scale and Design

- 6.70 The scale of the development would be 2 storey for the residential and the hospice development, the same as the extant planning permission. The hospice would be approximately 9.7m high and the tallest building on site. Compared to the extant planning permission the applicant's Design and Access Statement highlights that the current proposal does not include any two and half storey residential development but the tallest dwelling would be 8.8m high (house type E) with a roof void that would be able to accommodate additional internal accommodation if

needed in the future, although permitted development rights could be removed through a planning condition if necessary.

- 6.71 The design approach is similar to the extant planning permission for the hospice but is slightly different with regard to the residential development with more gable projections and dormers, creating a more suburban feel to the development than the extant permission which included a strong rural design approach.
- 6.72 In terms of the scale and design the hospice building would take the form of a modern design building and the residential properties would take the form of more traditional designed dwellings. The hospice and residential developments would appear as two separate contrasting development styles. The siting of the hospice to the eastern field parcel along with a heavily landscaped boundary would, in time, help separate these differing land uses and resultant building forms.
- 6.73 With regard to materials the hospice would incorporate a buff coloured face brick, vertical dark coloured timber weatherboard cladding, aluminium window frames, coping stones to key features and the roof, along with a modern seamed flat roof. The residential development would incorporate red/brown face brick, light and dark weatherboarding, light coloured render, painted timber frame windows, and red clay roof tiles and grey slate roof tiles. These details would reflect the differences between the hospice and residential elements of the proposal. All material details would need to be agreed through planning condition but in general terms the materials would be in keeping with existing established development in this area.

Impact upon the Area

- 6.74 Overall, the impact upon the area from the design and layout of the development would be very similar to the extant permission and in granting planning permission for the 2014 scheme it has already been accepted that the development would change the character and appearance of the site and wider area. Inevitably the extant permission would have an adverse impact upon the rural countryside in this location.
- 6.75 However, the test under this section is whether the increased amount of residential development [an extra 30 dwellings] would have a harmful impact on the appearance on the area beyond what has already been consented. It is recognised that the proposal would reduce the spaces in between buildings when compared to the extant permission but the residential land area has not increased, and the proposed road layout and landscape layout would remain the same as the extant permission. It is also recognised that the overall volume of the development would be less than the extant permission. Therefore taking into account these matters it is considered, on balance, that the proposed increase in residential development

would not have an adverse impact upon the rural countryside in this location, and in consideration of the text contained within policies CSTP22, CSTP23 and PMD2.

IV. LANDSCAPE AND VISUAL IMPACT

6.76 With regard to the Council's Landscape Capacity Study (2005) [which provides a description of the landscape character within Thurrock], the site is designated within the 'B2 - Langdon Hills rolling farmland / wooded hills' landscape character area, with land to the west on the opposite side of Lower Dunton Road designated as within the 'B1 - Sticking Hill rolling farmland / wooded hills' landscape character area. The key landscape characteristics of the two areas, as described by the Capacity Study are:

B2 –

- *small scale steep, rounded sand and gravel hills;*
- *sense of elevation and intimacy;*
- *woodland is a strong, unifying element;*
- *irregularly shaped fields on higher slopes adjacent to woodland;*
- *horse grazing within the lower slopes in the north east of the character area;*
- *rough texture;*
- *absence of detracting vertical features.*

B1 –

- *area of gently undulating terrain;*
- *arable and pasture farmland;*
- *sparse pattern of settlement with a few individual farmsteads mainly located close to existing rural roads;*
- *important nucleated historic settlements of Horndon on the Hill and Orsett;*
- *mature hedgerows in places;*
- *woodland clumps in the southern half of the area;*
- *tranquil rural character.*

6.77 The applicant's Landscape and Visual Impact Assessment [LVIA] has been produced in accordance with the Institute of Environmental Management and Assessment and the Landscape Institute (IEMA/LI) recognised assessment criteria, which are referred to in 'effect' quotations below. The LVIA identifies the site is located within the Langdon Hills Rolling Farmland/Wooded Hills landscape character area.

6.78 For landscape impact, the LVIA considers that the development would have 'no effect of consequence' to landscape character and the effects on landscape value.

- 6.79 For the visual amenity assessment nine viewpoints have been used and from this six have been identified to experience '*an adverse effect*' as a consequence of the proposed development ,and one, viewpoint 7 which is located to the front of the site along Lower Dunton Road and directly looking towards the site, would experience '*substantial or substantial/moderate effects*'. It is stated that all effects would be reduce over time as the planted landscaping scheme matures.
- 6.80 The Council's Landscape and Ecology advisor objects to the application with the current proposal only exacerbating previous concerns raised at the time of the previous application [14/00990/FUL]. In landscape terms it is recognised that this part of the Borough has had little development and retains a distinct rural character and is somewhat unique with the Langdon Hills consisting of undeveloped rolling farmed and wooded landscapes not common in this locality. Few parts of the Borough have such strong rural undisturbed character. The increased scale of development would increase the impact on this area as the housing would be less in keeping with the surrounding area.
- 6.81 In terms of the visual impact, the Council's Landscape and Ecology advisor considers that Viewpoint 4 from the LVIA is important as there is a bus stop in this location so is a sensitive receptor along with other locations to the east of the site which are at higher ground levels so it is not possible to screen the amount of development. The increased density of the development is likely to result in pressure to reduce the number of larger growing specimens which effects the landscaping and would result in a more suburban planting scheme out of character with this location.
- 6.82 Whilst the Council's Landscape and Ecology advisor objects however the fallback position of the extant permission already allows a development that would change the site and have an impact upon landscape character. The same applies to the visual amenities in regard to the extant permission. Again the key consideration here is whether the additional 30 dwellings would adversely impact upon the landscape and visual amenities when compared to the extant permission. Given the limited differences between the extant permission and this application with regard to layout, scale, volume of development and landscaping provision, it is considered that the proposal would not have any further adverse impact upon the landscape than the extant permission, and when considered with policies CSTP22, CSTP223 and PMD2.

V. OPEN SPACE, GREEN INFRASTRUCTURE AND LANDSCAPING

- 6.83 The planning application is supported by a number of plans detailing open space and soft landscaping proposals for the site. The applicant's Public Open Space

Plan indicates open space allocated to the hospice use, located to the north and north-east of the hospice building. This 'Hospice Open Space' extends to approximately 2 hectares in area. However, this figure includes the footprint of the hospice building and parking / circulation areas. The actual open space associated with the hospice is therefore a little over 1 hectare in area. The Public Open Space Plan also allocates a more extensive area (approximately 6.2 hectares) of 'Public Open Space' adjacent to the southern boundary of the site. This plan also indicates the position of incidental areas of open space at road junctions within the site and an ecology zone / attenuation basin adjacent to the northern boundary. These areas are more fragmented than the 6.2 hectare area and partly serve other purposes (ecology / surface water attenuation). Therefore, although shown as 'Public Open Space', these areas serve the purposes of mitigation and adding character to the development rather than providing usable open space.

6.84 The submitted 'Proposed Landscape Strategy' plan provides detailed planting proposals for the areas of open space. A variety of soft landscaping is proposed to enhance existing and create new habitats on the site. The key elements of the Proposed Landscape Strategy are:

- new native hedgerow planting;
- tree planting throughout the site, including a community orchard;
- extended woodland planting at the south-eastern corner of the site;
- native wildflower meadow;
- aquatic planting to new ponds;
- natural play area; and
- bird / bat boxes and hibernacula.

6.85 In addition to the above, the applicant's Arboricultural Impact Assessment and Tree Condition Survey identifies that the proposals have been designed to retain and protect existing trees on site. The 'Tree Removal Plan' within this assessment shows that all existing trees within the main parts of the site would be removed, including trees near the proposed vehicle access into the site. None of these trees are protected by Tree Preservation Orders and some of these trees need removing due to their poor condition. The 'Proposed Landscape Strategy' plan demonstrates the site would result in a beneficial increase in tree planting and overall landscaping improvements.

6.86 A Management Plan drawing indicates that the Hospice Open Space will be managed by the hospice. However, details of the management of other areas of open space within the site will need to be agreed through a planning condition. The applicant's written Landscape Management Plan provides a detailed specification for the long term management of landscaped areas, including the open space.

6.87 As can be expected with an application seeking full planning permission, the submission provides sufficient detail to enable an assessment of the proposals against the open space policies referred to above. Assessed against CSTP18, the proposals provide areas of new habitat creation which are required, to a degree, to mitigate impact on ecological interests. The proposals would also deliver some benefit in diversifying the range of habitat on the site. Assessed against CSTP20 it is considered that the proposals would provide adequate provision of open space for occupiers of the development, both residents and users of the hospice. It is considered that the proposed open space provision would meet the needs of the development with regard to the 'new development' part of policy PMD5.

VI. IMPACT UPON ECOLOGY AND BIODIVERSITY

- 6.88 The application site does not form part of a designated site for nature conservation interest (on either a statutory or non-statutory basis). An extended Phase 1 Habitat Survey accompanies the application and confirms that the majority of the site comprises semi-improved grassland associated with the paddocks and grazing area. The boundaries of the site, and field boundaries within the site are characterised by hedgerow, scrub and ruderal habitats. The hedgerows both surrounding and within the site are identified as being of biodiversity interest and potentially subject to the requirements of the Hedgerow Regulations (1997). The Habitat Survey identifies that a habitat management will be beneficial for a range of protected species including foraging and commuting bats, badger, breeding, foraging birds, great crested newt, common reptiles and hedgehog through protection of existing hedgerows and new hedgerows, and retained grassland areas. The plans show that around the field boundaries and southern and eastern parts of the site ecological corridors can be retained and enhanced for the benefit of ecology and biodiversity.
- 6.89 The application includes a number of ecology surveys including badgers, bats, breeding birds, dormice, Great Crested Newts [GCN], invertebrates, reptiles and wintering birds. From the surveys breeding birds were identified and there maybe the presence of a bat roost in the small gabled shed building within the site. From the surveys it has been identified that various mitigation measures are required, including retention and enhancement of hedgerows and new planting, the creation of new habitat, such as flower-rich grassland and ponds, the introduction of hibernacula and habitat creation, all of which can be subject to planning conditions.
- 6.90 The Council's Landscape and Ecology Advisor has advised that although the ecology surveys are dated 2014 it is considered that the site has low ecological value and therefore raises no objection for ecology and biodiversity reasons. However, if planning permission were to be granted planning conditions would be necessary in the form of an ecological mitigation and management strategy, which

is offered by the applicant and is necessary to meet the requirements of policy PMD7 which requires *'development proposals to incorporate biodiversity or geological features into the design as far as possible'*. The proposal identifies the opportunities for ecological and biodiversity enhancements.

VII. FLOOD RISK AND DRAINAGE

- 6.91 The application site is located within the low risk flood zone (Flood Zone 1) and therefore there is no requirement for application of the Sequential Test or Exception Test. As the site area exceeds 1 hectare, the application is accompanied by a flood risk assessment (FRA) which principally addresses the matter of surface water drainage. Although there are no 'main rivers' (as defined by the Environment Agency) on or close to the site, a watercourse within a ditch forms the northern boundary of the site. It is stated within the application that all foul drainage would be discharged into the mains foul sewer.
- 6.92 The FRA originally submitted with the planning application includes a surface water drainage strategy with three on-site attenuation storage areas comprising an open basin adjacent to the northern boundary and underground tanks at the north-western corner of the site and in the ground of the proposed hospice. The FRA identifies that the north-western areas will need to be raised for gravity drainage systems (plots 1 to 12). Via the proposed attenuation, the FRA states that run-off from the site during a 1 in 100 year event (plus climate change) will be limited and the risk of surface water flooding elsewhere will be reduced. The Flood Risk Manager raises no objection subject to the use of a planning condition, which will ensure the drainage requirements to accord with the NPPF and PPG, and policy PMD15.

VIII. IMPACT UPON AMENITY

- 6.93 The nearest neighbouring dwelling is located directly to the north of the site known as Little Malgraves Hall approximately 30m from the northern site boundary. Plots no.'s 4, 7, 8, 9 and 20 are closest to the site between 11 and 18m from boundary, which is demarcated by existing trees and hedging.
- 6.94 To the south, dwellings at Haycock Cottages are located approximately 45m from the south-western corner of the application site. As a buffer of open space is proposed on the southern part of the application site, the proposed dwellings would be located approximately 120m from Haycock Cottages.

- 6.95 Existing dwellings located on the northern side of Kirkham Road (to the south of the site) would be separated from the nearest proposed dwellings by a distance of some 200m.
- 6.96 Hope Farm, located on the southern side of Old Church Hill, is positioned approximately 150m to the north of the north-eastern corner of the site. As the proposals show that the eastern part of the site would remain undeveloped the closest built development to this would be the hospice and associated car park located in the centre of the site
- 6.97 Aside from the activities associated with the stables and car park located at its north-western corner, the site can be described as a rural area which is relatively undisturbed by noise. The development would result in the introduction of domestic activity, vehicle movements, deliveries and activities associated with users, staff and visitors of the proposed hospice and whilst this would change the character of the area this change would not harm nearby residential amenity. It is also considered that the development would cause no harm to adjoining residential amenity by reason of loss of privacy, outlook or sunlight / daylight. For these reasons the proposal does not raise objection with regard to the requirements of the policy PMD1.

IX. ENERGY AND SUSTAINABLE BUILDINGS

- 6.98 In terms of meeting the requirements of policies PMD12 (Sustainable Buildings) and PMD13 (Decentralised, Renewable and Low Carbon Energy Generation) it is proposed that the hospice would achieve a BREEAM 2014 'Very Good' rating with regard to policy PMD12, however, this policy requires an 'Excellent' rating to be achieved from 2016 onwards. The applicant has argued that it will be difficult to achieve an 'Excellent' rating and is relying upon the extant permission as justification for retaining a 'Very Good' rating. The applicant's Sustainability and Energy Strategy does identify that renewable technology would be used through the proposed installation of photovoltaic solar panels, energy efficiency measures, low flow water fittings, sustainable drainage systems, new planting and recycling opportunities. It is considered that this is acceptable with regard to policy and further details of such measures would need to be agreed through the use of a planning condition to ensure some compliance with policies PMD12 and PMD13, particularly the photovoltaic solar panels with regard to impacting upon the design of the buildings on site.

X. VIABILITY AND PLANNING OBLIGATIONS

- 6.99 Policy PMD16 of the LDF Core Strategy indicates that where needs would arise as a result of development the Council will seek to secure planning obligations under

Section 106 of the Town and Country Planning Act 1990 and any other relevant guidance. The policy states that the Council will seek to ensure that development contribute to proposals to deliver strategic infrastructure to enable the cumulative impact of development to be managed and to meet the reasonable cost of new infrastructure made necessary by the proposal.

6.100 Certain LDF policies identify requirements for planning obligations and this depends upon the type of development proposed and consultation responses from the application process. Policy CSTP2 identifies the need for 35% affordable housing to be provided under normal circumstances from major residential development. Based on the consultation responses received through the consultation process to this application it is evident that planning obligations would be required as follows:

- For education a financial contribution towards nursery, primary and secondary education
- For healthcare the NHS require a financial contribution towards the West Horndon Branch Surgery (including its main Peartree Surgery);

6.101 However, for this proposal, policy CSTP11 supports, in principle, the provision of a hospice and that consideration will be given to *'allowing enabling development if it can be demonstrated that this is essentially required'*. Further detail on this point was provided in the 2013 Consultation Draft Site Specific Allocations DPD 'Further Issues and Options'. Although it was only in draft form and is no longer being progressed on the advice of the Planning Inspectorate, Policy SAP1 noted that:

"the amount of enabling development, up to the maximum of 80 dwellings, which will be agreed in principle by the Council will be that demonstrated by way of 'open book' viability appraisal to be the minimum necessary to bring about the hospice taking into account all other available and likely sources of finance, and the requirements of Policies for the Management of Development. The Council does not expect the enabling development to include affordable housing as required by policy CSTP2 of the Core Strategy."

6.102 The application includes a viability assessment demonstrating that the proposal is enabling development with the *'residential elements of the scheme funding the majority of the provision of the hospice'* and consequently proposal *'cannot afford to accommodate any affordable housing or further contributions as this will impact on the viability'* of the development.

6.103 The applicant's viability assessment has been subject to an independent viability review and the conclusions are that the costs stated in the applicant's viability assessment are high with regard to the residential part of the development and the hospice. Because of this the independent viability advisor recommended a *'quantity*

surveyor is instructed to provide a detailed assessment of these costs before a final decision about viability is made' and 'recommend that a revised benchmark land value assessment is undertaken'. This further work has been undertaken and whilst there is a difference between the applicant's viability assessment and the independent viability assessment the outcomes are sufficiently similar, which confirms that the provision of 80 dwellings can be legitimately seen as enabling development.

6.104 The independent viability advisor has stated if the Council were minded to grant planning permission a viability review mechanism should be included with any s.106 legal agreement based on the development not reaching slab level for 10 plots within 2 years of the consent being granted. If triggered this would then allow whether the viability of the development to be re-visited with regard to s106 contributions and/or affordable housing provision.

6.105 Whilst the site is unviable to support the usual planning obligations sought for a residential development the applicant is offering the following non-financial planning obligations and triggers:

- *To commence the construction of the hospice simultaneously with the construction of the residential element of the development.*
- *Construction of the main access road to the development from Lower Dunton Road, including the junction with Lower Dunton Road, will proceed up to base course level such that construction traffic will have access to both the residential and hospice elements of the development. Completion of the access road will be prior to the first occupation of any dwelling or the completion of the hospice, whichever is the sooner.*
- *Once the access road is constructed to base course level construction of both the houses and the hospice will proceed and Practical Completion of the hospice will be reached within 11 months of commencement of construction of the hospice.*
- *Construction of the highway improvements to Lower Dunton Road will proceed and be completed prior to occupation of any dwellings or completion of the hospice, whichever is the sooner. Off site highway works, which include improved road markings, improved signage, improved anti-skid surfacing, rumble strips and improvements to the Lower Dunton Road / Kirkham Road junction.*

6.106 In addition to these the Council's Highway's Officer is seeking a financial payment for highway improvements on the Lower Dunton Road and to the junction of Lower

Dunton Road and South Hill/North Hill to mitigate the highway impact as discussed above. It has been identified that circa £150,000 is required for these highway works and the applicant has confirmed their agreement to this obligation.

- 6.107 The planning obligations will also include a viability review mechanism in the event that development has not reached slab level for 10 plots within 2 years of the grant of planning permission, a financial viability review shall be undertaken by the applicant / developer / owner to assess whether the development can generate a commuted sum towards affordable housing and / or relevant infrastructure.

XI. OTHER MATTERS

- 6.108 The applicant's Archaeological Evaluation Report recognises that the site is undeveloped and has been historically used as farmland and more recently for equestrian uses. The Archaeological Evaluation Report has undertaken trial trenching and concludes that the site contains only a 'low incidence of archaeological remains'. Essex County Council's Archaeology Advisor does not consider the need for any planning conditions requiring further archaeological investigations.

7.0 CONCLUSIONS AND REASONS FOR APPROVAL

- 7.1 The site is located in the Green Belt and is located in a remote and unsustainable location, however, the site has extant planning permission for the development of 50 dwellings and a hospice [14/00990/FUL] and this application seeks permission for 80 dwellings and a hospice. This represents an increase of 30 dwellings with a different housing mix comprising of 40 x 3 bedroom units and 40 x 4 bedroom units.
- 7.2 Policy CSTP11 identifies that the Council will work with health partners for improving health care in the Borough. Part 7 of the policy identifies the provision of the hospice and refers to the Draft Site Specific Allocations DPD, which refers to this site as being the 'preferred location for a hospice'. Whilst the Draft Site Specific Allocations DPD is no longer being progressed based on the advice of the Planning Inspectorate, weight was given to this DPD with the previous application and there are no other sites available for the hospice. The proposed hospice is exactly the same as the extant permission and so there is no reason for the hospice element of the application to be considered unacceptable, and the need for the hospice has been demonstrated with this and the extant permission.
- 7.3 Whilst the site has extant planning permission this was considered through a finely balanced decision with the collective benefits of the scheme tipping the planning balance to outweigh harm. For this current application there are differences with the increase in dwelling numbers and different housing mix. However, as the residential

land area has not increased, and the proposed road layout and landscape layout would remain the same as the extant permission. It is also recognised that the overall volume of the development would be less than the extant permission. The increase in residential properties and the housing mix has been closely scrutinised and it found to be acceptable.

7.4 Taking into account the differences between the extant permission and the current application, it is considered that the Very Special Circumstances presented with this application clearly outweigh the identified harm to the Green Belt.

7.5 All other material consideration are acceptable subject to planning conditions and planning obligations.

7.6 RECOMMENDATION

7.7 Approve, subject to the following:

- i) Referral to the National Planning Casework Unit and subject to the application not being called in;
- ii) 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:

Planning obligations offered by the applicant include:

- To commence the construction of the hospice simultaneously with the construction of the residential element of the development.
- Construction of the main access road to the development from Lower Dunton Road, including the junction with Lower Dunton Road, will proceed up to base course level such that construction traffic will have access to both the residential and hospice elements of the development. Completion of the access road will be prior to the first occupation of any dwelling or the completion of the hospice, whichever is the sooner.
- Once the access road is constructed to base course level construction of both the houses and the hospice will proceed and Practical Completion of the hospice will be reached within 11 months of commencement of construction of the hospice.
- Construction of the highway improvements to Lower Dunton Road will proceed and be completed prior to occupation of any dwellings or completion of the hospice, whichever is the sooner. Off site highway

works, which include improved road markings, improved signage, improved anti-skid surfacing, rumble strips and improvements to the Lower Dunton Road / Kirkham Road junction.

In addition to the offered planning obligations the Council's Highway Officer requires the following mitigation measures:

- A financial contribution of circa £150,000 towards highway improvements on Lower Dunton Road and to the junction of Lower Dunton Road and South Hill/North Hill

Viability review mechanism

- In the event that development has not reached slab level for 10 plots within 2 years of the grant of planning permission, a financial viability review shall be undertaken by the applicant / developer / owner to assess whether the development can generate a commuted sum towards affordable housing and / or relevant infrastructure.

iii) the following planning conditions:

Standard Time

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

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

Approved Plans

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

Plan Number(s):		
Reference	Name	Received
17068-007 A	Existing Site Layout	19th December 2017
17068-008 A	Existing Site Layout	19th December 2017
17068-009 A	Existing Site Layout	19th December 2017
17068-010 A	Existing Site Layout	19th December 2017
17068-011 A	Existing Site Layout	19th December 2017
17068-012 A	Existing Site Layout	19th December 2017

17068-020 A	Other	19th December 2017
17068-021 A	Proposed Plans	19th December 2017
17068-022 A	Proposed Plans	19th December 2017
17068-023 A	Proposed Plans	19th December 2017
17068-024 A	Proposed Plans	19th December 2017
17068-025 A	Proposed Plans	19th December 2017
17068-026 A	Proposed Plans	19th December 2017
17068-027 A	Proposed Plans	19th December 2017
17068-166	Proposed Plans	19th December 2017
17068-167 A	Proposed Plans	5th January 2018
17068-168 A	Proposed Plans	5th January 2018
17068-169	Proposed Plans	19th December 2017
17068-124 B	Proposed Floor Plans	19th December 2017
17068-125 B	Proposed Elevations	19th December 2017
17068-126 B	Proposed Floor Plans	19th December 2017
17068-127 B	Proposed Elevations	19th December 2017
17068-128 A	Proposed Floor Plans	19th December 2017
17068129 A	Proposed Elevations	19th December 2017
17068-130 A	Proposed Floor Plans	19th December 2017
17068-131 A	Proposed Elevations	19th December 2017
17068-132 A	Proposed Floor Plans	19th December 2017
17068-133 A	Proposed Elevations	19th December 2017
17068-134 A	Proposed Floor Plans	19th December 2017
17068-135 A	Proposed Elevations	19th December 2017
17068-136 B	Proposed Floor Plans	19th December 2017
17068-137 B	Proposed Elevations	19th December 2017
17068-138 B	Proposed Floor Plans	19th December 2017
17068-139 B	Proposed Elevations	19th December 2017
17068-140 A	Proposed Floor Plans	19th December 2017
17068-141 A	Proposed Elevations	19th December 2017
17068-142 A	Proposed Floor Plans	19th December 2017
17068-143 A	Proposed Elevations	19th December 2017
17068-144 A	Proposed Floor Plans	19th December 2017
17068-145 A	Proposed Elevations	19th December 2017
17068-146 B	Proposed Floor Plans	19th December 2017
17068-147 A	Proposed Elevations	19th December 2017
17068-148 A	Proposed Elevations	19th December 2017
17068-149 A	Proposed Elevations	19th December 2017
17068-150	Proposed Elevations	19th December 2017

17068-151	Proposed Elevations	19th December 2017
17068-152	Proposed Elevations	19th December 2017
17068-153	Proposed Elevations	19th December 2017
17068-156	Proposed Site Layout	19th December 2017
17068-155	Proposed Site Layout	19th December 2017
17068-154	Proposed Elevations	19th December 2017
17068-157	Proposed Site Layout	19th December 2017
17068-158	Proposed Site Layout	19th December 2017
17068-159	Proposed Site Layout	19th December 2017
17068-160	Sections	19th December 2017
17068-161	Sections	19th December 2017
17068-162	Sections	19th December 2017
17068-163	Sections	19th December 2017
17068-164	Sections	19th December 2017
17068-165	Sections	19th December 2017
0616/002 J	Proposed Plans	19th December 2017
0616/003 D	Proposed Elevations	19th December 2017
0616/004 D	Proposed Elevations	19th December 2017
0616/005 C	Drawing	19th December 2017
17068/002 A	Location Plan	19th December 2017
17068-003 B	Block Plan	19th December 2017
17068-004 A	Block Plan	19th December 2017
17068-005 B	Site Layout	19th December 2017
17068-006 A	Other	19th December 2017
17068-013 A	Existing Plans	19th December 2017
17068-014 A	Existing Plans	19th December 2017
17068-015 A	Existing Plans	19th December 2017
17068-016 A	Existing Plans	19th December 2017
17068-017 A	Existing Plans	19th December 2017
17068-018 A	Existing Plans	19th December 2017
17068-019 A	Existing Plans	19th December 2017
17068-105 E	Proposed Site Layout	5th January 2018
17068-106 C	Proposed Site Layout	5th January 2018
17068-107	Proposed Plans	19th December 2017
17068-120 A	Proposed Floor Plans	19th December 2017
17068-121 A	Proposed Elevations	19th December 2017
17068-123 A	Proposed Elevations	19th December 2017
17068-122 A	Proposed Floor Plans	19th December 2017

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

Landscaping – retention

3. All trees, shrubs and hedgerows shown to be retained on the site shall be protected by chestnut paling fencing for the duration of the demolition and construction period at a distance equivalent to not less than the spread from the trunk. Such fencing shall be erected prior to the commencement of any works on the site. No materials, vehicles, fuel or any other ancillary items shall be stored or buildings erected inside this fencing; no changes in ground level may be made or underground services installed within the spread of any tree or shrub including hedges without the previous written consent of the local planning authority.

Reason: To ensure that all existing trees are properly protected, in the interests of visual amenity and to accord with policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

Landscape Implementation

4. The proposed development shall be implemented in accordance with the 'Landscape Management Plan' dated December 2017 and within the first available planting season (October to March inclusive) following the commencement of the development the landscaping works as shown on the approved plan(s) drawing number(s)17068-107 and specifications attached to and forming part of this permission shall be fully implemented. If within a period of five years from the date of the planting of any tree or plant, or any tree or plant planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or plant of the same species and size as that originally planted shall be planted at the same place, unless the local planning authority gives its written consent to any variation.

Reason: To secure appropriate landscaping of the site in the interests of visual amenity and the character of the area in accordance with policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Landscaping Management Plan

5. Prior to first occupation of the development details of the future management arrangements for the maintenance of the landscaping of the site shall be submitted to and approved in writing by the local planning authority. The

management details as approved shall be implemented and the site shall be landscape managed at all times thereafter.

Reason: In the interests of visual amenity and to accord with policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

Materials

6. Notwithstanding the information on the approved plans, no development above ground level shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in 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 [2015].

Boundary Treatments

7. No development shall take place until there has been submitted to and approved in writing by the local planning authority details of the locations, heights, designs, materials and types of all boundary treatments to be erected on site. The boundary treatments shall be implemented and completed in accordance with the approved details before the first occupation of the development.

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

Soundproofing

8. Prior to the commencement of development of the hospice building a scheme of soundproofing of all plant and machinery shall be submitted to and agreed by the local planning authority. The agreed scheme shall be implemented before the use of the plant or machinery commences and shall be permanently retained in the agreed form, unless otherwise agreed in writing with the local planning authority.

Reason: In the interests of amenity and to ensure that the proposed development is integrated within its immediate surroundings as required by policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

External Lighting

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

Reason: In the interests of amenity and to ensure that the proposed development is integrated within its surroundings as required by policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

BREEAM

10. Unless otherwise agreed in writing by the local planning authority, the hospice building hereby permitted shall be built to the "Very Good" standard under the Building Research Establishment Environmental Assessment Method [BREEAM].

Prior to first use of the hospice building hereby permitted a copy of the Post Construction Completion Certificate for the building verifying that the relevant BREEAM rating has been achieved shall be submitted to the Local Planning Authority.

Reason: In order to reduce carbon dioxide emissions in the interests of sustainable development, as required by policy PMD12 of the Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

Highway Junction Improvements

11. Prior to the commencement of development details of the proposed improvements to Lower Dunton Road and the junction of Lower Dunton Road and South Hill/North Hill shall be submitted showing the layout and dimensions and construction specification, such details shall be submitted to and approved by the Local Planning Authority. These highway works shall be implemented prior to first occupation of the development hereby permitted.

Reason: In the interests of highway safety and amenity in accordance with policy PMD2 of the Thurrock Core Strategy and Policies for the Management of Development DPD [2015].

Access from the Highway

12. Prior to the commencement of development details shall be submitted showing the layout, dimensions and construction specification of the proposed accesses to the highway, such details shall be submitted to and approved by the local planning authority. The details as approved shall be implemented on site and shall be maintained and retained as such thereafter.

Reason: In the interests of highway safety and amenity in accordance with policy PMD2 of the Thurrock Core Strategy and Policies for the Management of Development DPD [2015].

Highway Details

13. Prior to the commencement of development details of the estate road[s], footway[s], visibility splay[s], accesses and turning space[s] shall be submitted to and agreed in writing with the local planning authority. The details to be submitted shall include plans and sections indicating design, layout, levels, gradients, materials and method of construction. The estate roads, footways, visibility splays, accesses and turning spaces shall be constructed and surface finished in accordance with the agreed details.

Reason: In the interests of highway safety and amenity in accordance with policy PMD2 of the Thurrock Core Strategy and Policies for the Management of Development DPD [2015].

Sight Splays

14. Prior to the commencement of development details of sight splays and speed reduction measures shall be provided at all proposed junctions and bends in the road such details shall be submitted to and approved by the Local Planning Authority. The approved sight lines shall be maintained at all times thereafter so that there is no obstruction within the sight line area above the level of the adjoining highway carriageway.

Reason: In the interests of highway safety and amenity in accordance with policy PMD2 of the Thurrock Core Strategy and Policies for the Management of Development DPD [2015].

Visibility Splays

15. Before any vehicle access is first used, clear to ground level sight splays of 1.5 metres x 1.5 metres from the back of the footway shall be laid out either side of the proposed access within the site and maintained at all times.

Reason: In the interests of highway safety and amenity in accordance with policy PMD2 of the Thurrock Core Strategy and Policies for the Management of Development DPD [2015].

Hospice Parking

16. Prior to the first occupation / operational use of the hospice the car parking spaces shown on drawing number 17068-105-E shall be provided and delineated on-site in accordance with the approved plans. Notwithstanding the Town & Country Planning [General Permitted Development] Order 2015 [or any order revoking and re-enacting that Order with or without modification] no development shall be carried out on the site so as to preclude the use of those car parking spaces. The car parking spaces shall be available in their entirety during the whole of the time that the building is open to users and visitors of the hospice.

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 [2015].

Residential Parking

17. The areas shown on drawing number 17068-105-E as car parking space[s] or garage[s] shall be provided prior to the first occupation of the dwelling[s] they serve and thereafter kept available for such use. Notwithstanding the Town & Country Planning [General Permitted Development] 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 parking space[s] or garage[s].

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 [2015].

Travel Plan Hospice

18. Prior to the first operation / occupation of the hospice building hereby permitted, a Travel Plan shall be submitted to and agreed in writing with the local planning authority. The Travel Plan shall include detailed and specific measures to reduce the number of journeys made by car to the hospice building hereby permitted and shall include specific details of the operation and management of the proposed measures. The commitments explicitly stated in the Travel Plan shall be binding on the applicants or their successors in title. The measures shall be implemented upon the first operational use / occupation of the building hereby permitted and shall be permanently kept in place unless otherwise agreed in writing with the local planning authority. Upon written request, the applicant or their successors in title shall provide the local planning authority with written details of how the agreed measures contained in the Travel Plan are being undertaken at any given time.

Reason: To reduce reliance on the use of private cars, in the interests of sustainability, highway safety and amenity in accordance with Policy PMD10 of the Adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development DPD [2015].

Travel Plan Residential

19. Prior to the first occupation of any of the dwellings hereby permitted, a Travel Plan shall be submitted to and agreed in writing with the local planning authority. The Travel Plan shall include detailed and specific measures to reduce the number of journeys made by car to the residential development hereby permitted and shall include specific details of the operation and management of the proposed measures. The commitments explicitly stated in the Travel Plan shall be binding on the applicants or their successors in title. The measures shall be implemented upon the occupation of any dwelling hereby permitted and shall be permanently kept in place unless otherwise agreed in writing with the local planning authority. Upon written request, the applicant or their successors in title shall provide the local planning authority with written details of how the agreed measures contained in the Travel Plan are being undertaken at any given time.

Reason: To reduce reliance on the use of private cars, in the interests of sustainability, highway safety and amenity in accordance with Policy PMD10 of the Adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development DPD [2015].

Lifetime Homes

20. Unless otherwise agreed in writing by the local planning authority, the dwellings on the site shall meet Lifetime Homes requirements. Prior to the commencement

of development a statement outlining the specification for Lifetime Home standard applied and detailing the proposed development's compliance with that specification. Development shall be undertaken in accordance with the approved details.

Reason: To accord with the details submitted with the application in order to produce flexible, accessible and adaptable homes appropriate to diverse and changing needs in accordance with Policy CSTP1 of the Adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development DPD [2015].

CEMP

21. No demolition or construction works shall commence until a Construction Environmental Management Plan [CEMP] has been submitted to and approved in writing by the local planning authority in writing. The CEMP should contain or address the following matters:
- (a) Hours and duration of any piling operations,
 - (b) Wheel washing and sheeting of vehicles transporting loose aggregates or similar materials on or off site,
 - (c) Details of construction access;
 - (d) Location and size of on-site compounds [including the design layout of any proposed temporary artificial lighting systems]
 - (e) Details of any temporary hardstandings;
 - (f) Details of any temporary hoarding;
 - (g) Road condition surveys before demolition and after construction is completed; with assurances that any degradation of existing surfaces will be remediated as part of the development proposals. Extents of road condition surveys to be agreed as part of this CEMP
 - (h) Method for the control of noise with reference to BS5228 together with a monitoring regime
 - (i) Measures to reduce vibration and mitigate the impacts on sensitive receptors together with a monitoring regime
 - (j) Dust and air quality mitigation and monitoring,
 - (k) A Site Waste Management Plan,
 - (l) Ecology and environmental protection and mitigation,
 - [m] Community liaison including a method for handling and monitoring complaints, contact details for site managers.
 - [n] Details of security lighting layout and design;
 - [o] A procedure to deal with any unforeseen contamination, should it be encountered during development.

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 [2015].

Construction Hours:

22. 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 in association with an emergency or the prior written approval of the local planning authority has been obtained. If impact piling is required, these operations shall only take place between the hours of 0900 - 1800 hours on weekdays.

Reason: In the interest of protecting surrounding residential amenity and in accordance with Policy PMD1 of the Adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development DPD [2015].

Use of Hospice

23. The hospice building shall be used as a hospice only and for no other purpose including any purpose in Class C2 of the Schedule to the Town and Country Planning [Use Classes] Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason: In the interests of amenity and to ensure that the development remains integrated with it's immediate as required by policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

Hospice Offices

24. The offices and ancillary floorspace within the hospice building hereby permitted shall be used solely for purposes in conjunction with and ancillary to the main use of this building as a hospice and shall not be occupied separately.

Reason: In the interests of amenity and to ensure that the development remains integrated with its immediate surroundings as required by policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

PD Restriction

25. Notwithstanding the provisions of Schedule 2, Part 1, Classes A, B, C and E of the Town & Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no extensions shall be erected on the dwellings.

Reason: To ensure that the proposed development is satisfactorily integrated with its immediate surroundings and to ensure the design quality and integrity of the development in accordance with Policy PMD2 of the adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development DPD [2015].

Renewable Energy

26. Prior to the construction above ground level of any of the buildings, details of measures to demonstrate that the development will achieve the generation of at least 15% of its energy needs through the use of decentralised, renewable or low carbon technologies shall be submitted to and approved in writing by the local planning authority. The approved measures shall be implemented and operational upon the first use or occupation of the buildings hereby permitted and shall thereafter be retained in the agreed form unless otherwise agreed in writing by the local planning authority.

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

Reptiles

27. Prior to the commencement of development which includes for the purposes of this condition works of demolition, 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 [2015].

Nesting Birds

28. Demolition and clearance of vegetation or other potential bird nesting sites shall not be undertaken within the breeding season of birds [i.e. within 1st March to the 31st July] except where a suitably qualified ecological consultant has confirmed in writing that such clearance works would not affect any nesting birds. In the event that an active bird nest is discovered outside of this period and once works have commenced, then a suitable standoff period and associated exclusion zone shall be implemented until the young have fledged the nest.

Reason: To ensure effects of the development upon the natural environmental are adequately mitigated in accordance with Policy PMD7 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

Biodiversity

29. Prior to the demolition of existing buildings a 'Biodiversity Enhancement & Management Plan' shall be submitted to, and approved in writing by, the local planning authority. The Biodiversity Enhancement & Management Plan shall be based upon the proposed measures accompanying the planning application and shall include details of:

- phasing of operations;
- the methods for the protection of existing species in situ [where relevant];
- any seeding, planting and methods to promote habitat creation and establishment or habitat enhancement;
- general ecological mitigation applying to the program of construction works;

The Biodiversity Enhancement & Management Plan shall be implemented in accordance with the approved plan and timescale.

Reason: To ensure effects of the development upon the natural environmental are adequately mitigated in accordance with Policy PMD7 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

Surface Water Drainage Scheme

30. No development shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme should include but not be limited to:

- Limiting discharge rates the Greenfield 1 in 1 for all storm events up to an including the 1 in 100 year rate plus 40% allowance for climate change.
- Provide sufficient storage to ensure no off site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 40% climate change event.
- Final modelling and calculations for all areas of the drainage system.
- The appropriate level of treatment for all runoff leaving the site, in line with the CIRIA SuDS Manual C753.
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

The scheme shall subsequently be implemented prior to occupation and retained and maintained at all times thereafter in accordance maintenance arrangements as detailed in condition.

Reason:

- To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
- To ensure the effective operation of SuDS features over the lifetime of the development.
- To provide mitigation of any environmental harm which may be caused to the local water environment
- Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site.

All in accordance with Policy PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

Scheme to minimise off site flooding

31. No development shall take place until a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works and prevent pollution has been submitted to, and approved in writing by, the local planning authority. The scheme shall subsequently be implemented and maintained as approved.

Reason: The National Planning Policy Framework paragraph 103 and paragraph 109 states that local planning authorities should ensure development does not increase flood risk elsewhere and does not contribute to water pollution. Construction may lead to excess water being discharged from the site. If dewatering takes place to allow for construction to take place below groundwater level, this will cause additional water to be discharged. Furthermore the removal of topsoils during construction may limit the ability of the site to intercept rainfall and may lead to increased runoff rates. To mitigate increased flood risk to the surrounding area during construction there needs to be satisfactory storage of/disposal of surface water and groundwater which needs to be agreed before commencement of the development. Construction may also lead to polluted water being allowed to leave the site. Methods for preventing or mitigating this should be proposed. All in accordance with Policy PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

Maintenance Plan for the Surface Water Scheme

32. No development shall take place until a Maintenance Plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, has been submitted to and agreed, in writing, by the Local Planning Authority. Should any part be maintainable by a maintenance company, details of long term funding arrangements shall be provided in accordance with the details submitted for this condition.

Reason: To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk. Failure to provide the above required information before commencement of works may result in the installation of a system that is not properly maintained and may increase flood risk or pollution hazard from the site. All in accordance with Policy PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

Surface Water Yearly Logs

33. The applicant or any successor in title must maintain yearly logs of maintenance which shall be carried out in accordance with any approved Maintenance Plan. These must be made available for inspection upon a written request by the Local Planning Authority.

Reason: To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk. All in accordance with Policy PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

Secured By Design

34. Prior to the commencement of development, details of measures setting out how the principles and practices of the Secured By Design scheme are to be incorporated within the development shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the agreed measures, unless otherwise agreed in writing by the local planning authority.

Reason: In the interest of creating safer, sustainable communities in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

Informative:

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

Documents:

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online: <http://regs.thurrock.gov.uk/online-applications>

