

Reference: 18/00507/FUL	Site: Land Adjacent Moore Avenue Devonshire Road And London Road South Stifford Grays Essex
Ward: West Thurrock And South Stifford	Proposal: Redevelopment of the site to provide 102 dwellings and associated access, parking, public open space, landscaping and drainage infrastructure.

Plan Number(s):		
Reference	Name	Received
1001A	Other	11th April 2018
1100	Roof Plans	11th April 2018
1200A	Other	11th April 2018
1201A	Site Layout	11th April 2018
1202C	Other	11th April 2018
1203A	Other	11th April 2018
1204A	Other	11th April 2018
1205A	Other	11th April 2018
1300B	Site Layout	11th April 2018
1301A	Sections	11th April 2018
1400A	Floor Layout	11th April 2018
1401A	Floor Layout	11th April 2018
1402A	Floor Layout	11th April 2018
1403A	Floor Layout	11th April 2018
1404A	Floor Layout	11th April 2018
1405A	Floor Layout	11th April 2018
1406A	Floor Layout	11th April 2018
1407A	Floor Layout	11th April 2018
1408A	Floor Layout	11th April 2018
1409A	Floor Layout	11th April 2018
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1854A	Elevations	11th April 2018
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1350	Landscaping	11th April 2018
1352	Landscaping	11th April 2018
1353	Landscaping	11th April 2018
1351	Landscaping	11th April 2018
1354	Landscaping	11th April 2018

1000B	Location Plan	11th April 2018
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The application is also accompanied by:

- Planning Statement
- Design and Access Statement
- Arboriculture Impact Assessment
- Ecology Strategy
- FRA
- Noise Assessment
- Outdoor Lighting Report
- Transport Statement

Applicant:

Bellway Homes Limited (Thames Gateway)

Validated:

7 April 2018

Date of expiry:

31st August 2018 (Extension of time agreed with applicant).

Recommendation: Approve, subject to conditions and s.106 agreement.

This application is scheduled for determination by the Planning Committee because the application is of a strategic nature (in accordance with 2.1. (a) of the Council's Constitution).

1.0 DESCRIPTION OF PROPOSAL

1.1 This application seeks full planning permission for the development of 102 dwellings, with associated private and public amenity space, means of enclosure, parking, vehicle and pedestrian accesses and drainage.

1.2 Table 1 below summarises some of the main points of detail contained within the development proposal:

Site Area (Gross)	2.31ha						
Height	2 – 4 storeys						
Units (All)	Type (ALL)	1-bed	2-bed	3-bed	4 bed	TOTAL	
	Houses	0	10	32	12	54	
	Flats	10	38	0	0	48	

	TOTAL	14	11	0	0	102	
Affordable Units	Type (ALL)	1-bed	2-bed	3-bed	4-bed	TOTAL	
	Houses	0	0	0	0	0	
	Flats	7	13	0	0	20	
	TOTAL	0	0	0	0	0	
Car Parking	180 (inc. 157 allocated / 23 non allocated).						
Amenity Space	Private amenity space for the houses and communal amenity space for the flats.						
Density	44 dwellings per hectare for the site (varies across the site)						

Access

- 1.3 The proposed development would be served by a single vehicular access point onto Devonshire Road approximately 250m north of the junction with London Road. A new cycle and pedestrian access point would be provided to the south western corner of the site with London Road, close to the front boundary of No 312 London Road.

In terms of parking, occupiers of the flats would park within shared communal parking areas while the occupiers of the houses would be provided with either on-plot parking spaces or spaces within communal parking areas.

Layout

- 1.4 The development would be laid out effectively with three central areas (running through the centre of the site) where houses would back onto one another with private gardens to the rear. Detached properties would back onto the western boundary of the site and flatted blocks would provide street frontages onto London Road and Devonshire Road. The flatted units would provide a strong corner turning feature for the development on the junction.

Scale and Appearance

- 1.5 The houses would be two storeys with pitched roofs while the flatted units would be four storeys with flat roofs. A limited palette of external finishing materials is proposed across the whole of the site comprising a dark buff brick, slate coloured roof tiles and grey framed windows. Feature porches and tall windows would add interest and create a modern appearance to the houses. The flats would similarly have deep windows and projecting balconies to break up the massing of the

building and add visual interest.

2.0 SITE DESCRIPTION

- 2.1 The site comprises a broadly rectangular-shaped parcel of land, extending to approximately 2.32 hectares. The site is located to the north west of the junction with London Road and Devonshire Road. An existing access is located in the south eastern corner of the site.
- 2.2 The site is presently vacant, having not been used for some time. The site is partially overgrown as a result of being left vacant. There are trees along the western and southern boundary which provide some screening on these boundaries.
- 2.3 Natural ground levels across the site fall gently from north to south towards London Road. The site, for the most part, is located in the low flood risk area (Zone 1) but toward the southern part of the site falls within Zones 2 and 3(a).
- 2.4 The west of the site is bounded by the rear gardens and accesses to the rear of properties on Moore Avenue, which are generally 1930's two storey houses. The southern side of the site is bounded by London Road and the eastern side of the site is bounded by Devonshire Road with Askews Farm Industrial estate beyond.

3.0 RELEVANT HISTORY

Reference	Description	Decision
16/01625/OUT	Redevelopment of the site for the provision of up to 75 dwellings with vehicular, pedestrian and cycle access from Devonshire and London Roads, internal access roads, footpaths, cycleways, parking, public open space, landscaping and drainage infrastructure (Outline application with all matters reserved except for access)	Approved subject to legal agreement

4.0 CONSULTATIONS AND REPRESENTATIONS

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

PUBLICITY:

4.2 The application has been publicised by the display of a site notice, a newspaper advertisement and consultation with relevant consultees and neighbours.

4.3 Eight letters of representation have been received objecting for the following reasons:

- Increase in number of units since recent approval;
- More flats since recent approval;
- Parking problems will be worsened;
- The village life feel of the area is being destroyed;
- Loss of privacy for existing residents;
- Noise impact during construction;
- Local bus services already struggle due to traffic;
- Security of rear gardens of established properties;
- Impact on property values

ENVIRONMENTAL HEATH:

4.4 No objections, subject to conditions.

ANGLIAN WATER:

4.5 No objections, subject to conditions.

HIGHWAYS:

4.6 No objections, subject to conditions.

LANDSCAPE AND ECOLOGY ADVISOR:

4.7 No objections, subject to condition.

EDUCATION:

4.8 A section 106 contribution is required to mitigate the impact of the development.

HOUSING:

4.9 35% affordable housing is required.

HEALTH & SAFETY EXECUTIVE:

4.10 Does not advise against development.

FLOOD RISK MANAGER:

4.11 Object to drainage strategy [this can be covered by conditions].

ESSEX COUNTY COUNCIL (ARCHAEOLOGY):

4.12 No objections, subject to conditions.

ESSEX & SUFFOLK WATER:

4.13 No objections.

BRITISH PIPELINE AGENCY:

4.14 No objections, not in zone of interest.

HIGHWAYS ENGLAND:

4.15 No objections.

EMERGENCY PLANNING:

4.16 No objections, subject to conditions.

SPORT ENGLAND:

4.17 No objections.

REGENERATION:

4.18 No objections.

5.0 POLICY CONTEXT

NATIONAL POLICY CONTEXT

5.1 National Planning Policy Framework (NPPF)

The NPPF was published on 27th March 2012 and amended in July 2018. The NPPF is a material consideration in planning decisions. The following headings and content of the NPPF are relevant to the consideration of the current proposals.

- achieving sustainable development;

- Decision making;
- Delivering a sufficient supply of homes and
- Meeting the challenge of climate change, flooding and coastal change.

5.2 Planning Practice Guidance

In March 2014 the Department for Communities and Local Government (DCLG) launched its planning practice guidance web-based resource. The 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:

- Climate change;
- Design;
- Flood risk and coastal change;
- Renewable and low carbon energy; and
- Use of planning conditions.

LOCAL POLICY CONTEXT

5.3 Thurrock Local Development Framework (2015)

The Council adopted the “Core Strategy and Policies for the Management of Development Plan Document” (as amended) in 2015. The Adopted Interim Proposals Map shows the site as a ‘Housing Land Proposal’. The following Core Strategy policies apply to the proposals:

SPATIAL POLICIES:

- CSSP1 (Sustainable Housing and Locations); and
- OSDP1 (Promotion of Sustainable Growth and Regeneration in Thurrock)¹

THEMATIC POLICIES:

- CSTP1 (Strategic Housing Provision)

- CSTPP2 (The Provision of Affordable Housing)
- CSTP9 (Well-being: Leisure and Sports)
- CSTP10 (Community Facilities)
- CSTP11 (Health Provision)
- CSTP12 (Education and Learning)
- CSTP14 (Transport in the Thurrock Urban Area: Purfleet to Tilbury)³
- CSTP19 (Biodiversity)
- CSTP20 (Open Space)
- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)²
- CSTP24 (Heritage Assets and the Historic Environment)
- CSTP25 (Addressing Climate Change)²
- CSTP26 (Renewable or Low-Carbon Energy Generation)²
- CSTP27 (Management and Reduction of Flood Risk)²

POLICIES FOR THE MANAGEMENT OF DEVELOPMENT:

- PMD1 (Minimising Pollution and Impacts on Amenity)²
- PMD2 (Design and Layout)²
- PMD4 (Historic Environment)²
- PMD5 (Open Spaces, Outdoor Sports and Recreational Facilities)³
- 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].

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. Consultation on an Issues and Options (Stage 2 Spatial Options and Sites) document will be undertaken in 2018.

Thurrock Design Strategy

In March 2017 the Council launched the Thurrock Design Strategy. The Design Strategy sets out the main design principles to be used by applicants for all new development in Thurrock. The Design Strategy is a supplementary planning document (SPD) which supports policies in the adopted Core Strategy.

6.0 ASSESSMENT

6.1 The assessment below covers the following areas:

- I. Principle of the Development
- II. Design and Layout
- III. Traffic Impact, Access and Car Parking
- IV. Impact on ecology and biodiversity
- V. Ground Contamination
- VI. Noise and Air Quality
- VII. Flood Risk and Site Drainage
- VIII. Planning Obligations
- IX. Other Matters

I. PRINCIPLE OF THE DEVELOPMENT

- 6.2 The principle of housing on this site has been established by the grant of planning permission 16/01625/OUT in 2017.
- 6.3 Policy CSSP1 refers principally to housing delivery and states, inter-alia, that new residential development will be directed to previously developed land in the urban area, outlying settlements and other existing built-up areas. Policy CSTP1 also refers to housing growth targets, a general approach to housing density and the mix of new dwellings. The development would provide a mixture of flats and houses of different sizes.
- 6.4 In light of the extant planning permission and the policy context above, the principle of the development is considered to be acceptable.

II. DESIGN AND LAYOUT

- 6.5 The development would take the form of three residential cores created by two storey houses with back to back private garden areas. Parking would be provided to the front of the dwellings in each area. This traditional layout would provide a good quality living environment for potential occupiers.
- 6.6 Two storey dwellings are considered to be an appropriate response to the local context and the established properties to the west. In addition, the two storey dwellings fronting onto Devonshire Road would ensure the development does not dominate this frontage. The taller flatted blocks would be positioned to the south and south east of the site to anchor the development in the landscape and provide a strong frontage to London Road. The area adjacent to the site to the west is made up of a variety of building, of different ages, designs and heights. It is considered that the appearance and height of buildings to the southern part of the site would be acceptable.
- 6.7 The development would result in dwellings backing onto Moore Avenue, however given the distance between these properties and the established dwellings, the proposal would not be harmful to the amenities of the occupiers of those properties.
- 6.8 The southern boundary of the site would be treated by a Sustainable Urban Drainage (SUD's) swale and tree planting which would integrate the development into the site and provide a green buffer between the residential properties and the London Road.
- 6.9 With regard to design and layout issues, the Thurrock Design Guide was adopted as a supplementary planning document and endorsed as a material consideration in the determination of planning applications in March 2017. Section 3 of the Guide ('Designing in Context') requires applicants to appraise a development site

by taking the following considerations into account:

- understanding the place;
- working with site features;
- making connections; and
- Building in sustainability.

- 6.10 It is considered that the Design & Access Statement and information accompanying the application provides a thorough understanding of the context of the site and the physical constraints influencing the opportunities for development of the site. The proposed two storey dwellings have pitched roof and windows in a traditional form. However, given the restrained palette of external materials and large window openings the two storey dwellings would have a modern appearance. Given the mixed character of the area the proposed design is considered to be acceptable.
- 6.11 The proposed four storey apartment blocks would be constructed from the same materials as the houses and would have window proportions similar to the houses. This would draw the site together in design terms. Balconies would be provided on the frontages of the blocks. Whilst it would be preferable for the balconies to be set within the building, these would provide some visual interest to the front of the building and allow for residents to have a useable outdoor area.
- 6.12 Letters have been received objecting to the increase in density since the approval of application 16/01625/OUT. It is recognised that the scheme has been revised since the outline approval, however the proposed layout would make an efficient use of land and the plans submitted show that the number of units can be accommodated on the site in an acceptable form.
- 6.13 Accordingly the proposal is considered to satisfy the relevant criteria of Policies PMD1, PMD2 and CSTP22 of the Core Strategy.

III. TRAFFIC IMPACT, ACCESS AND CAR PARKING

- 6.14 The Council's Highways Officer raises no objection to the principle of the development on this site subject to conditions. Accordingly, subject to conditions, the proposal is considered to comply with Policies PMD8, PMD9, and PMD10.

IV. IMPACT ON ECOLOGY AND BIODIVERSITY

- 6.15 The site does not form part of any area designated for nature conservation interest on either a statutory or non-statutory basis. Two Sites of Special Scientific Interest (SSSI) are located within 2km of the site, namely Lion Pit and Grays Thurrock Chalk Pit. These sites are designated for their geological importance habitat that supports an assemblage of invertebrate interest respectively. Given their distance from the site and the character of the proposals it is unlikely that the residential

development would impact upon these statutory designations. Ten non-statutory Local Wildlife Sites are also located within 2km of the site though the development proposals would be unlikely to significantly harm the nature conservation interest of these sites.

- 6.16 An ecological survey has been provided. The ecological survey, indicates that the development would not have a harmful impact on the site or the wider area.
- 6.17 An Arboricultural Impact Assessment of the trees on and around the site has been provided. The surveys indicates that the majority of the trees will be retained and will used to create a setting for the proposed development
- 6.18 The Council's Landscape and Ecology Advisor agrees with the findings of the ecological surveys, but recommends updates to the survey to ensure any scheme takes account of ecology on site. The surveys would need to be carried out prior to development taking place. This matter could be controlled by planning condition.
- 6.19 With reference to trees, the Council's Landscape and Ecology Advisor indicates that the trees that would remain could provide a good basis for the site, he therefore recommends an Arboricultural Method Statement be submitted as part of any reserved matters application.
- 6.20 Subject to the conditions proposed, it is concluded that the impacts of the proposals on ecology and biodiversity interests are acceptable.

V. GROUND CONTAMINATION

- 6.21 There are no identified contamination issues on the site. The Council's Environmental Health Officer (EHO) considers that the site will be suitable for residential use but recommends a watching brief for any unforeseen contamination. This could be covered by planning condition.

VI. NOISE AND AIR QUALITY

- 6.22 The application site is located close to London Road (in part) which is a main link between Grays, West Thurrock and Lakeside beyond. The location of some of the proposed dwellings close to London Road has potential impacts in terms of noise impact.
- 6.23 The Council's EHO is satisfied with the results of the noise survey and suggests a condition should be applied to treat the dwellings where they are closest to London Road. Mitigation measures such as enhanced glazing specification will be required to reduce internal noise levels to an acceptable level. This issue can be covered by condition.
- 6.24 There are no air quality issues affecting the site on the basis of the proposed

layout.

VII. FLOOD RISK AND SITE DRAINAGE

- 6.25 The majority of the site is located within the low risk flood area (Zone 1). However, as the site area is greater than 1 hectare and an area of the site falls within Flood Zone 2 and 3 the application is accompanied by a site specific flood risk assessment (FRA). The FRA concludes that the development is acceptable in flood risk terms as all sources of potential flooding (river, sea, surface water, ground water, sewers and reservoirs) pose a low risk.
- 6.26 The Council has applied the Sequential and Exception Test, which is required by the NPPF. The purpose of the Sequential Test is to steer new development to areas with the lowest probability of flooding (Zones 1 and 2). Development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. If, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives for the development to be located in zones with a lower probability of flooding the Exception Test can be applied.
- 6.27 The Sequential Test has been applied to the proposals and that Test concludes that there are no reasonably available sites located in areas of lower flood risk within the search area that would be appropriate for the type of development proposed. The Exception Test also needs to be applied as the proposal is classified as a 'more vulnerable use' within flood zone 3 but it is considered that the proposals would deliver benefits to sustainability which would outweigh flood risk issues and that, subject to mitigation, the development will be safe without increasing flood risk elsewhere.
- 6.28 The response from the Flood Risk Manager raises a holding objection due to the adequacy of the Drainage Strategy this matter could be covered by a condition to update the submitted Strategy. In addition the Council's Civil Protection Officer raises no objection subject to the submission of a Flood Warning and Evacuation Plan, which can also be covered by a condition.

VIII. PLANNING OBLIGATIONS

- 6.29 Adopted Core Strategy policy CSTP2 seeks the provision of 35% affordable housing and policy PMD16, seeks planning obligations through S106 agreement (as appropriate) to mitigate the impact of development.
- 6.30 Comments from the Council's Education Team note that a financial contribution is required to mitigate the impact of the development on primary and secondary school provision in the locality. The Infrastructure Requirement List identifies extensions to a primary school in the Grays primary school planning area and

extension to a secondary school in the central secondary school planning area as infrastructure projects.

- 6.31 The applicant has provided a viability appraisal as part of the application. This assessment was based on the value assumptions of the previous application with an uplift to encompass the additional units, in terms of contributions. The proposal is for 20% of the total units being provided as affordable housing.
- 6.32 The appraisal indicates that the scheme cannot support a policy compliant level of affordable housing and that contributions can only be provided on the basis as submitted in the assessment. The financial information within the appraisal is commercially sensitive, but has been assessed by the Council's appointed independent assessors.
- 6.33 The Council's independent assessors agree that the scheme could support the contributions and affordable housing as put forward by the applicant. However, at the time of publication the consultants were still considering whether the scheme could support higher levels of contribution and affordable housing. An update of the final position will be provided to Members on the evening. As with other similar schemes and regardless of the final position that is reached, it will be necessary to include a review mechanism within the s.106 to ensure that any uplift value is captured in the event that the development is not commenced within a 2 year period.

IX. OTHER MATTERS

- 6.34 The application site lies within the consultation zones of the NuStar fuel storage facility to the north east of the site on Askews Farm Lane. The applicant has been involved in detailed discussion with the Health and Safety Executive (HSE) about the zoning and the development, the HSE has indicated on the basis of the specific layout provides there are no objections to granting consent for housing on this site.
- 6.35 The response from the Archaeology team at Essex County Council recommends a watching brief in case there is material of any interest. This could be covered by an appropriate condition.

7.0 CONCLUSIONS AND REASONS FOR APPROVAL

- 7.1 This application seeks full planning permission for the residential development of the site. The site lies within a mixed use area and is close to one of the major regeneration hubs in the Borough. Accordingly, the principle of the development is sound.
- 7.2 The proposed layout and all matters of detail would be acceptable to create a suitable modern development. Other matters such as noise, archaeology, ecology,

flood risk and contamination could be dealt with by appropriate conditions.

8.0 RECOMMENDATION

8.1 Grant planning permission subject to:

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

- (i) The provision of 20 dwellings as affordable housing (intermediate tenure);
- (ii) Financial contribution of £239,189.32 (subject to indexation) payable prior to first occupation towards the cost of additional secondary school places within the central secondary school planning area;
- (iii) Review mechanism in the event that the scheme has not reached slab level on 50 units within 2 years of consent being granted.

B: The following planning conditions:

Full Planning Applications - Three year time limit on commencement.

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91(1) of The Town & Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Accordance with Plans

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans, unless otherwise agreed in writing by the local planning authority:

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1000B	Location Plan	11th April 2018

Reason: In the interest of proper planning.

Materials

- 3 No development above ground level shall take place until samples of the materials to be used in the construction of the external surfaces of the development 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 & 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 [2015].

Archaeological Trial Trenching & Excavation

- 4 No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of

investigation, which has been submitted and approved in writing by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the potential archaeological value of the site in accordance with Policy PMD4 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015]..

Landscaping & Trees

- 5 No development above ground level shall take place until there has been submitted to and approved in writing by the local planning authority, a scheme of landscaping, which shall include details of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development in accordance with an Arboricultural Method Statement and a programme of maintenance. All planting, seeding or turfing comprised in the approved scheme shall have regard to the biodiversity plan to be submitted for approval under condition 9, and shall be carried out in the first planting and seeding season following commencement of the development [or such other period as may be agreed in writing by the local planning authority] and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation.

Reason: To ensure the proposed development is satisfactorily integrated into its surroundings & provides for landscaping as required by Policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Landscape protection - Fencing

- 6 All trees, shrubs and hedgerows to be retained on the site shall be protected by chestnut paling fencing for the duration of the 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 the proposed development is satisfactorily integrated into its surroundings & provides for tree & hedgerow retention/ landscaping as required by Policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Landscape protection – Hand dug excavations

- 7 Any excavations which are necessary within the canopy spread of the retained trees shall be undertaken by hand and no power tools or machinery shall be used unless otherwise agreed by the local planning authority. If any roots are exposed they should be covered with damp sacking which should remain in place until the roots are permanently re-covered. All roots greater than 25 mm diameter should be retained and worked around. Care shall be taken to minimise damage to retained roots, including the bark around roots. Roots which are inadvertently damaged should be left without further disturbance. Roots in excess of 50 mm diameter shall not be severed without the prior written approval of the local planning authority.

Reason: To ensure the proposed development is satisfactorily integrated into its surroundings & provides for tree & hedgerow retention/ landscaping as required by Policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Biodiversity Management Plan

- 8 Prior to the commencement of development a 'Biodiversity Management Plan' shall be submitted to, and approved in writing by, the local planning authority. The Biodiversity Management Plan shall have regard to the recommendations and proposed mitigation strategy contained within the submitted Ecology Strategy (April 2018) by AA Environmental Limited accompanying the planning application, and shall include details of:
- I. Any further survey work undertaken [including reptile and invertebrate surveys], the methodology, timing and findings of these surveys and how they have informed the measures outlined in the Biodiversity Management Plan;
 - II. Methodologies for translocation of protected species [where relevant];
 - III. Suitable receptor areas together with evidence produced by an ecologist that the receptor areas are capable of supporting the population displaced;
 - IV. The methods for the protection of existing species in situ [where relevant];
 - V. Any seeding, planting and methods to promote habitat creation and establishment or habitat enhancement;
 - VI. General ecological mitigation applying to the timing/ program of construction works;
 - VII. An assessment of the works required for management and who will undertake such works,

The Biodiversity Management Plan shall be implemented in accordance with the approved plan and timescale. Any translocation undertaken shall be verified in

writing to the local planning authority by an independent qualified ecologist within 28 days of undertaking the translocation.

Reason: To ensure the proposed development makes satisfactory provision for conservation of the site's wildlife interest as required by Policy PMD7 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Public open space – provision & management

- 9 Prior to the first occupation of any unit, a management and implementation plan to describe the proposals for the equipping, management and maintenance of the area(s) of public open space (incorporating an area for child's play) within the development, shall be submitted for approval in writing by the local planning authority. Before occupation of any dwellings (or in a phased arrangement to be agreed) the area(s) of open space shall be equipped, managed and maintained in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: To provide for an attractive, safe & accessible development as required by Policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Surface Water Drainage

- 10 No development shall commence until a revised surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological & hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall be based on the following documents:
- Non-statutory technical standards for sustainable drainage systems
 - Essex County Council's (ECC's) adopted Sustainable Drainage Systems Design Guide
 - The CIRIA SuDS Manual (C753)
 - BS8582 Code of practice for surface water management for development sites.

And shall include the following updated details:

- Full consideration of the discharge hierarchy
- Demonstration that the treatment of surface water is in line with C753 for the whole development
- Provide a clear indication of urban creep in storage calculation.

The scheme shall subsequently be implemented prior to occupation, unless

otherwise agreed in writing by the local planning authority.

Reason: To ensure that a suitable surface water drainage strategy is agreed & implemented & flood risk interests are adequately managed in accordance with Policy CSTP27 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Management of Off Site Flood Risk & Pollution – Construction Phase

- 11 No development shall commence until a scheme to minimise the risk to offsite flooding caused by surface water runoff and ground water during construction works, and prevent pollution, has been submitted to and approved in writing by the local planning authority. The scheme shall be subsequently implemented as approved, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that a suitable surface water drainage strategy is agreed & implemented for the construction phase & flood risk interests are adequately managed in accordance with Policy CSTP27 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Surface Water Drainage – Maintenance

- 12 No development shall commence until a Maintenance Plan detailing the maintenance arrangements for the site, including persons/bodies responsible for the respective elements of the surface water drainage system, including the maintenance activities and frequencies, has been submitted for approval in writing by the local planning authority. The applicant or any successor in title, should maintain yearly logs of maintenance carried out in accordance with any approved Maintenance Plan, which should be made available for inspection by the local planning authority upon its reasonable request.

Reason: To ensure that a suitable surface water drainage maintenance strategy is agreed & implemented & flood risk interests are adequately managed, in accordance with Policy CSTP27 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Flood Warning & Evacuation Plan

- 13 Prior to the occupation of any dwelling on the site, a Flood Warning and Evacuation Plan for the development shall be submitted to and approved in writing by the local planning authority. The approved measures within the Plan shall be operational upon occupation of the first dwelling and shall be permanently maintained thereafter, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of flood safety.

Bin stores

- 14 The bin and recycling stores as approved shall be provided prior to the first occupation of any of the residential units they serve and shall be constructed and permanently retained in the approved form, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that a suitable layout & design providing for appropriate waste management facilities is agreed, in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Acoustic Mitigation Measures

- 15 The development hereby permitted shall be carried out strictly in accordance with the details in the submitted Noise Assessment report by Mayer Brown (April 2018) "Bellway Homes (Thames Gateway) Ltd: Proposed Residential Development Devonshire Place, Grays" accompanying the planning application, specifically the recommendations at Section 7. The measures shall be incorporated into the residential units in the manner detailed prior to their residential occupation, and shall thereafter be permanently retained as approved unless otherwise agreed in writing by the local planning authority.

Reason: In the interest of the residential amenity of future occupiers of the site, in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Construction Management Plan

- 16 No development shall commence until a Construction Environmental Management Plan [CEMP] has been submitted to and approved in writing by the local planning authority. The CEMP should contain or address the following matters:
- a) Working hours, including the duration of any piling operations
 - b) Vehicle haul routing in connection with construction and engineering operations
 - c) Wheel washing and sheeting of vehicles transporting loose aggregates or similar materials on or off site
 - d) Details of construction access
 - e) Location and size of on-site compounds, including the design layout of any proposed temporary artificial lighting systems
 - f) Details of any temporary hardstandings;(g) Details of temporary hoarding;

- g) 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
 - ii. together with a monitoring regime
- h) Dust and air quality mitigation and monitoring
- i) Water management including waste water and surface water discharge
- j) Method statement for the prevention of contamination of soil and groundwater and air pollution, including the storage of fuel and chemicals, as necessary
- k) A Site Waste Management Plan
- l) Ecology and environmental protection and mitigation, as necessary
- m) Community liaison including a method for handling and monitoring complaints, contact details for site managers.
- n) Details of security lighting layout and design;
 - i. 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, unless otherwise agreed in writing by the local planning authority.

Reason: In the interest of the amenity of residential properties in the vicinity of the site, in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Sight splays & speed reduction measures

- 17 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 for approval in writing by the local planning authority. The approved sight splays and speed reduction measures shall thereafter be retained unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of securing a safe & accessible development in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Vehicle parking & turning areas

- 18 The parking, garaging and turning areas for each respective dwelling shall be provided before they are occupied, and shall thereafter be retained for the purposes of parking/ turning, and in the approved form, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of highway safety, efficiency & amenity

Vehicle access sight splays

- 19 Prior to any vehicle access serving the proposed dwellings being brought into use, clear to ground level sight splays of 1.5m x 1.5m from the back of footway shall be laid out either side of the proposed access within the site, and maintained in the approved form at all times, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of securing a safe & accessible development in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Access roads, streets, footways & cycleways provision

- 20 None of the dwellings hereby permitted shall be occupied until the access road(s), street(s), footway(s) and cycleway(s) serving that dwelling have been constructed to the satisfaction of the local planning authority, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of securing a safe & accessible development in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Travel Plan

- 21 Prior to the first occupation of any unit, a Travel Plan shall be submitted for approval in writing by the local planning authority. The Travel Plan shall include detailed and specific measures to reduce the number of journeys made by car to the site, and shall include specific details of the operation and management of the proposed measures. The commitments stated in the Travel Plan shall be binding on the applicants or their successors in title. The measures shall be implemented prior to the occupation of the approved dwellings, or in such other phased arrangement to be agreed in writing by the local planning authority, and shall thereafter be retained unless otherwise agreed in writing by the local planning authority. Upon written request, the applicant or their successors in title shall provide the local planning authority with written details of how the measures contained in the Travel Plan are being undertaken at any given time.

Reason: In the interests of securing an accessible, safe, healthy & sustainable development in accordance with Policies PMD2 and PMD10 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Restrict Use of Garage

- 22 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order amending, revoking or re-enacting that Order) the garage hereby permitted shall be used only for the parking of vehicles in connection with the residential use of the property.

Reason: In the interests of highway safety and to ensure that adequate car parking provision is available in accordance with policies PMD8 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Removal of PD Rights – Extensions

- 23 Notwithstanding the provisions of Schedule 2, Part 1 Class A 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 to the building[s] hereby permitted without planning permission having been obtained from the local planning authority.

Reason: In order to safeguard the amenities of neighbouring occupiers, in the interests of visual amenity of the area and to ensure adequate outdoor amenity space is retained for occupiers of the dwellings in accordance with policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Removal of PD Rights - Communal TV/Satellite

- 24 Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 2015 [or any order revoking or re-enacting that Order with or without modification] the flats hereby permitted shall be equipped with a communal satellite dish[[es]]. Details of the number, size, external appearance and the positions of the satellite dish[[es]] shall be submitted to and agreed in writing by the local planning authority prior to the installation of such systems.

The agreed communal satellite dish systems shall be installed prior to the residential occupation of the flats and thereafter retained. Notwithstanding the provisions of the Town and Country Planning [General Permitted Development] Order 2015 [or any Order revoking or re-enacting that Order with or without modification] other than those agreed by way of the above scheme, no additional satellite dish[[es]] or aerials shall be fixed to the building comprising the flats hereby permitted without the prior written approval of the local planning authority.

Reason: In the interests of visual amenity and to ensure that the development can be integrated within its immediate surroundings in accordance with Policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Informative(s)

1 Positive and Proactive Statement

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

Highway works

- 2 Any works, which are required within the limits of the highway reserve, require the permission of the Highway Authority and must be carried out under the supervision of that Authority's staff. The Applicant is therefore advised to contact the Authority at the address shown below before undertaking such works. Chief Highways Engineer, Highways Department, Thurrock Council, Civic Offices, New Road, Grays Thurrock, Essex. RM17 6SL

Renewable Energy

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 [2015].

Documents:

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

www.thurrock.gov.uk/planning

