

<p>Reference: 17/00403/FUL</p>	<p>Site: Land To Rear Of Caldwell Road Kingsman Road And Adjacent To A1013 Stanford Road Stanford Le Hope Essex</p>
<p>Ward: Stanford Le Hope West</p>	<p>Proposal: Erection of 127 homes comprising no. one, two, three bedroom houses and apartments, plus associated roads and parking, public open space, landscaped buffers, drainage works and infrastructure together with the formation of a cycleway and footpath along the eastern side of Stanford Road between the site access and junction with London Road</p>

Plan Number(s):		
Reference	Name	Received
PH-108_001	Location Plan	29th March 2017
PH-108_002E	Proposed Site Layout	24th September 2018
1438-1C	Other	29th March 2017
PH-108_003E	Other	24th September 2018
PH-108_004E	Other	24th September 2018
PH-108_005F	Other	25th September 2018
PH-108_006C	Proposed Floor Plans	24th September 2018
PH-108_007C	Proposed Floor Plans	24th September 2018
PH-108_008C	Proposed Elevations	24th September 2018
PH-108_009C	Proposed Floor Plans	24th September 2018
PH-108_010C	Proposed Floor Plans	24th September 2018
PH-108_011D	Proposed Elevations	24th September 2018
PH-108_012E	Proposed Floor Plans	24th September 2018
PH-108_013E	Proposed Floor Plans	24th September 2018
PH-108_014E	Proposed Elevations	24th September 2018
PH-108_015B	Proposed Plans	25th September 2018
PH-108_016B	Proposed Plans	25th September 2018
PH-108_017B	Proposed Plans	25th September 2018
PH-108_018B	Proposed Plans	25th September 2018
PH-108_019B	Proposed Plans	25th September 2018
PH-108_020B	Proposed Plans	25th September 2018
PH-108_021B	Proposed Plans	25th September 2018
PH-108_023B	Proposed Plans	25th September 2018

PH-108_024B	Proposed Plans	25th September 2018
PH-108_025B	Proposed Plans	25th September 2018
PH-108_026B	Proposed Plans	25th September 2018
PH-108_027C	Proposed Plans	25th September 2018
PH-108_028E	Other	24th September 2018
PH-108_029E	Other	24th September 2018
PH-108_031A	Proposed Plans	24th September 2018
PH-108_030E	Other	24th September 2018
PH-108_032A	Proposed Plans	24th September 2018
PH-108_033A	Proposed Plans	24th September 2018
PH-108_035B	Proposed Plans	25th September 2018
PH-108_036	Proposed Plans	24th September 2018
PH-108_037	Proposed Plans	24th September 2018
PH-108_038	Proposed Plans	24th September 2018
PH-108_039	Proposed Plans	24th September 2018
PH-108_040	Proposed Plans	24th September 2018
PH-108_041	Proposed Plans	24th September 2018
PH-108_042	Proposed Plans	24th September 2018
PH-108_043	Proposed Plans	24th September 2018
PER/1342/17E	Landscaping	25th May 2018
PH-108_034A	Proposed Plans	24th September 2018

The application is also accompanied by:

- Planning Statement
- Design and Access Statement & Addendum
- Transport Assessment and Travel Plan
- Flood Risk Assessment and Drainage Strategy
- Landscape Appraisal and Strategy Report
- Arboricultural Report
- Noise Statement
- Habitat Regulations Assessment
- Habitat Survey
- Geo-Environmental Desktop Study and Site Investigation Report
- Archaeological Desk Based Assessment
- Statement on Community Engagement
- Utility Statement

Applicant:
Persimmon Homes

Validated:
29 March 2017
Date of expiry:

23 October 2018 [Extension of Time agreed with the Applicant]

Recommendation: Approve subject to conditions and a s106 agreement

1.0 DESCRIPTION OF PROPOSAL

1.1 Full planning permission is sought for the development of this site for 127 homes, which would comprise of one, two and three bedroom houses and apartments.

1.2 To access the site the existing field access would be upgraded to form a bellmouth junction onto the Stanford Road which would lead into the associated internal roads serving the development. To the west of this access along the eastern side of Stanford Road a cycleway and footpath would be formed along the eastern side of Stanford Road between the site access and junction with London Road. Within the development an area of public open space would be formed to the eastern side of the site along with landscaping, drainage works and infrastructure. The western half of the site would form the proposed development area with a mix of mainly houses and three apartment blocks.

1.3 The proposed development is summarised as follows:

Site Area (Gross)	5.3 ha					
Height	Up to 4 storeys [12.3m] for the flats, 3 storey terraced houses [9.7m] and 2.5/2 storey houses [9.6m/8m]					
Units (All)	Type (ALL)	1-bed	2-bed	3-bed	4 bed	TOTAL
	Houses	0	23	56	4	83
	Flats	29	15	0	0	44
	TOTAL	29	38	56	4	127
Affordable Units	Type (ALL)	1-bed	2-bed	3-bed	4 bed	TOTAL
	Houses	0	0	0	0	0
	Flats	29	15	0	0	44
	TOTAL	29	15	0	0	44
Layout	Flats	Block – 1	15 flats	11 x 1 bed, 4 x 2 bed		
	Flats	Block – 2	15 flats	11 x 1 bed, 4 x 2 bed		
	Flats	Block – 3	14 flats	7 x 2 bed, 7 x 1 bed		
	House	A	16	2 bedrooms		
	House	B	7	2 bedrooms		

	House	BL	4	3 bedrooms
	House	C	2	3 bedrooms
	House	CL	1	3 bedrooms
	House	CL2	1	3 bedrooms
	House	D	14	3 bedrooms
	House	E	2	3 bedrooms
	House	F	2	3 bedrooms
	House	G	30	3 bedrooms
	House	FV	3	4 bedrooms
	House	FL	1	4 bedrooms
Car Parking	Flats: 44 spaces [1 space per flat] 2 bedroom dwellings: 30 [1.3 spaces per dwelling] 3 bedroom dwellings: 98 [1.75 spaces per dwelling] 4 bedroom houses: 8 spaces [2 spaces per house] Total parking for dwellings: 180 spaces Visitor: 33 spaces Total: 213			
Amenity Space	Balconies for each flat 5.5 sqm [average] Shared/Communal Amenity Space: 140 sqm [average] Houses: 42 sqm [minimum] to 121 sqm [maximum] Public Open Space: 2.5 hectares			
Density	25 dwellings per hectare for the site 50 dwellings per hectare [excluding public open space]			

1.4 The proposal includes a list of draft of heads of terms offering the following s106 contributions:

1. To provide 35% of the development to be for affordable housing comprising a mix of affordable rented and immediate housing;
2. A financial contribution towards local healthcare improvements;
3. A financial contribution towards upgrading of footpath 36 through installing new footpath bridges, lighting and painting of the existing underpass bridge beneath the railway line, new surface treatment and signage. A financial contribution towards the maintenance and operation of CCTV.
4. A financial contribution towards education improvements;
5. Provision of a permissive right of a 2.5m wide pedestrian and cycle path from the boundary of the neighbouring National Grid site [to the south] in Butts Road, in case the site is re-developed in the future and to allow for an improved pedestrian/cycle route towards the railway station; and
6. Management and maintenance of surface urban drainage systems [SUDS], open space and non-adopted roads.

2.0 SITE DESCRIPTION

- 2.1 The site is a triangular shaped field measuring approximately 5.3 hectares located to the north west of the settlement of Stanford Le Hope. The ground level is generally flat with but is lower to the eastern boundary towards the neighbouring brook as this part of the site falls within flood zones 2 and 3 [medium and high risk areas].
- 2.2 Directly to the north of the site is a raised landscaped embankment which forms part of the Stanford Road [A1013] leading to the roundabout junction with the A13, North Hill [B1007] and the Manorway [A1014]. To the east, and partly through the site, there is footpath [no.36] linking to the roundabout junction to the north and into Stanford to the south along with further landscaping and a brook. Further to the east is the railway line linking to Pitsea and Southend to the east, and Tilbury, Grays and onto London in the west. Directly to the south is a small ditch which separates the site from the National Grid gasworks holding accessed via Butts Lane and residential properties located in the streets comprising of Caldwell Road, Kingmans Road and Poley Road. Established landscaping forms the boundary treatment to the field.
- 2.3 Stanford town centre is located 500m away which provides shops, services and transport linkages via bus stops and a railway station.

3.0 RELEVANT HISTORY

- 3.1 There is no specific planning history for this site but for the other nearby LDP allocation site known as 'Land Adjacent Railway Line, The Manorway and West of Victoria Road Stanford Le Hope', which has the following history:

Application	Description	Decision
10/50146/TTGOUT	To erect residential development of up to 185 dwellings.	Withdrawn 11.04.2011
11/50289/OUT	Residential development of up to 185 dwellings	Approved 31.03.2012
13/00184/NMA	Minor material amendment for the change in access to the site	Approved 25.03.2013
14/00355/OUT	Residential development of up to 153 dwellings.	Withdrawn 01.07.2014
14/01321/OUT	Outline application with all matters reserved apart from access for the residential development of up to 153 dwellings.	Approved 16.12.2015

4.0 CONSULTATIONS AND REPRESENTATIONS

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

4.1 PUBLICITY:

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

10 letters have been received raising the following concerns:

- Access to the site – unsafe;
- Additional traffic;
- Roads not going to cope with extra traffic and will get worse with Lower Thames Crossing;
- No easy pedestrian route to school;
- Roads can become hydroplanes;
- Tall building to affect line of sight of traffic;
- Environmental pollution;
- Litter/smells;
- Out of character;
- Possible excessive noise;
- Spoiling view;
- Land deemed flood plain;
- More run off;
- Flooding from ditch;
- Potential pollution of waterways;
- Loss of more greenbelt land in the area;
- Properties not in keeping with those already in the area [4 storey flats];
- Overlooking property;
- Revise layout to avoid overlooking;
- Impact upon doctors, dentists, schools, adult and children's social care;
- Loss of views to rear of property;
- Stanford already has its fair share of new houses;
- Barrier be put up for security reasons;
- Road noise as a result of trees removed along the A13;
- Alley at rear of Caldwell/Kingsman and Poley belongs to residents so there is no public access from the field into these roads;

1 letter has been received which raises no specific objection but makes the following points:

- Hoping that the cycleway and footpath will keep out some of the noise.

4.2 ANGLIAN WATER:

No objection as the foul drainage from this development is in the catchment of Tilbury Water Recycling Centre that will have capacity for these flows.

4.3 EDUCATION:

No objection subject to planning obligations being secured towards IRL 0071 for an extension to the existing reception/nursery provision in Corringham and Stanford Le Hope Primary School Planning Area and IRL 0072 for an extension to existing secondary school/s in the East Secondary School Planning Area through a financial contribution of £937,273.

4.4 EMERGENCY PLANNER:

No objection subject to a Flood Warning and Evacuation Plan being provided through a planning condition.

4.5 ENVIRONMENT AGENCY:

No objection subject to a condition requiring the development is constructed in accordance with the flood resilience and mitigation techniques as stated in the applicant's Flood Risk Assessment.

4.6 ENVIRONMENTAL HEALTH:

No objection with regard to air quality and contamination. For noise, a condition requiring noise mitigation for habitable rooms to meet internal noise criteria in BS8233:2014. Gardens would exceed WHO levels of 55dB LAeq, 16 hour but buildings act as a barrier but there are gaps in between and needs be assessed as part of the planning balance. A Construction Environmental Management Plan [CEMP] is required.

4.7 ESSEX COUNTY COUNCIL ARCHAEOLOGY OFFICER:

No response.

4.8 FLOOD RISK MANAGER:

Holding objection.

4.9 HIGHWAYS:

No objections subject to conditions and planning obligations.

4.10 HOUSING:

No objection as the application proposes 35% of the development for affordable housing purposes.

4.11 HEALTH AND SAFETY EXECUTIVE [HSE]:

No objection.

4.12 LANDSCAPE AND ECOLOGY ADVISOR:

No objection subject to conditions regarding the landscaping scheme and swale areas. No objection to the Habitat Regulation Assessment screening statement.

4.13 NATURAL ENGLAND:

No objection.

4.14 NHS ENGLAND:

No objection subject to a financial contribution of £48,576 for additional floor space to the Hassengate Medical Centre.

4.15 PUBLIC FOOTPATHS OFFICER:

No objections.

4.16 TRAVEL PLAN CO-ORDINATOR:

No objections.

4.17 URBAN DESIGN ADVISOR:

No objections subject to conditions.

5.0 POLICY CONTEXT

National Planning Guidance

5.1 National Planning Policy Framework (NPPF)

The revised NPPF was published on 24 July 2018 and sets out the government's planning policies. Paragraph 14 of the Framework sets out a presumption in favour of sustainable development. Paragraph 2 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 11 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:

- 2. Achieving sustainable development
- 4. Decision-making
- 5. Delivering a sufficient supply of homes
- 8. Promoting healthy and safe communities
- 9. Promoting sustainable transport
- 11. Making effective use of land
- 12. Achieving well-designed places
- 13. Protecting Green Belt land
- 14. Meeting the challenge of climate change, flooding and coastal change
- 15. Conserving and enhancing the natural environment

5.2 Planning Practice Guidance

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

- Air quality
- Climate change
- Design
- Flood Risk and Coastal Change
- Hazardous Substances
- Health and wellbeing

- Housing and economic development needs assessments
- Land Stability
- Light pollution
- Land affected by contamination
- 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

Local Planning Policy

5.3 Local Planning Policy Thurrock Local Development Framework (2015)

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. The following policies 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)
- CSSP3 (Infrastructure)
- CSSP4 (Sustainable Green Belt)
- CSSP5 (Sustainable Greengrid)³

THEMATIC POLICIES

- CSTP1 (Strategic Housing Provision)
- CSTP2 (The Provision Of Affordable Housing)
- CSTP11 (Health Provision)
- CSTP12 (Education and Learning)
- CSTP13 (Emergency Services and Utilities)
- CSTP15 (Transport in Greater Thurrock)³
- CSTP18 (Green Infrastructure)
- CSTP19 (Biodiversity)

- CSTP20 (Open Space)
- CSTP21 (Productive Land)
- 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
- PMD3 (Tall Buildings)³
- 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].

5.4 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 the 2018.

5.5 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 material considerations for this application are as follows:

- I. Principle of the Development
- II. Housing Land Supply, Need, Mix and Affordable Housing
- III. Design and Layout and Impact upon the Area
- IV. Landscaping and Amenity Space
- V. Ecology and Biodiversity
- VI. Traffic Impact, Access and Car Parking
- VII. Flood Risk and Drainage
- VIII. Noise
- IX. Effect on Neighbouring Properties
- X. Viability and Planning Obligations
- XI. Sustainability
- XII. Other Matters

I. PRINCIPLE OF THE DEVELOPMENT

6.2 The site is identified by policy CSSP1 as one of two locations on the urban fringe of Stanford le Hope/Corringham identified for release from the Green Belt for housing development. The other site, identified in the LDF Proposals Map is 'Land Adjacent Railway Line the Manorway and West of Victoria Road', was granted outline planning permission for 153 dwellings on 16 December 2015 for 3 years through planning application reference 14/01321/OUT.

6.3 It is considered on the basis of the above, and with reference to policy CSSP1 that the principle of the residential development of this site is acceptable.

II. HOUSING LAND SUPPLY, NEED, MIX AND AFFORDABLE HOUSING

6.4 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. The SHMA identifies the need for 3 bedroom semi-detached and terraced houses, and the need for 1 and 2 bedroom flats. The proposed development would provide a dwelling mix to

comply with the SHMA and therein the dwelling mix requirements of policy CSTP1.

- 6.5 Policy CSTP2 requires 35% of developments accommodating 10 or more dwellings, or on sites of 0.5 ha to provide for affordable housing. The proposal is for 126 dwelling units and therefore the requirement for affordable housing is applicable. The proposal would provide 44 affordable housing units in the form of 29 x 1 bedroom flats and 15 x 2 bedroom flats. The Council's Housing Officer raises no objection as this meets the policy requirements in terms of 35% of the development and provides an acceptable affordable housing mix. The provision of the affordable housing can be secured through a planning obligation.

III. DESIGN AND LAYOUT AND IMPACT UPON THE AREA

- 6.6 The Thurrock Design Strategy 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.

- 6.7 In terms of understanding the context, at the start of the planning application process the proposal was subject to a CABI Design Review, which recognised difficulties with developing this site in terms of connecting the site to Stanford, traffic noise and flooding constraints. The applicant has worked with Officers, including the Council's Urban Design Advisor, to address the constraints of the site. These matters have all been addressed through various iterations of the plans.

- 6.8 The proposed layout concentrates built development towards the central and western part of the site as the eastern part of the site falls in a high risk flood zone, which prevents development in this area. The eastern part would form an area of public open space including a play area. The new access into the site would remove an area of landscaping but this raises no objection as the site would be landscaped as a result of the proposals. The proposed layout shows a four storey block of flats would be located at one side of the access

road and three storey terraced houses on the other side. The row of terraced properties forms a strong urban edge fronting Stanford Road but due to the ground level differences these dwellings would be positioned at a lower ground level and would be partly screened from Stanford Road to some extent by the existing landscaping. This allows for a three storey terrace to be formed in this location. The central play area in the development, which leads into the public open space, would be fronted by two streets to create natural surveillance and character to this location. The adjacent proposed cruciform road layout junction with a change in surface material helps define this part of the site for the benefit of traffic calming and pedestrian usage. One of the internal roads would form a tree lined route into the central part of the site. It is considered that the proposed layout of the development is acceptable.

- 6.9 The proposed layout benefits from permeability through the provision of the dual footway/cycleway linking the site to the Stanford Road/London Road junction. Proposed footpaths through the site would link with the existing footpath to the east of the site which is proposed through this application for upgrading works linking to Victoria Road and the town centre area.
- 6.10 Compared to the existing field environment the proposal would result in a significant change in appearance and scale with the introduction of built development. Three storey terraced dwellings and four storey flatted development would define the urban character of the site but ground levels and landscaping would allow for this scale of development, as well as acting as a defining urban edge along Stanford Road. The height of development through the majority of the site varies between two and two and half storeys, which would be in keeping with the neighbouring dwellings to the south of the site in Caldwell Road and Kingsman Road.
- 6.11 A distinctive design approach is proposed for the larger buildings on site, which are the blocks of flats and three storey terraced houses, which incorporate a more contemporary style and would help give the site character along Stanford Road. The proposed terraced houses demonstrate rhythm and form in their alignment fronting Stanford Road. The proposed house types follow a more traditional approach but the layout and juxtaposition of the dwellings would successfully relate to the terraced dwellings and flatted development in terms of architectural order and language, creating a sense of place.
- 6.12 The main elevation material to be used in the development would be brick but the elevations would also include elements of render and brick panelling. Other design features would include porch canopies, bay windows and framing features. All roofs would be finished with a grey tiled roof and the two and half storey dwellings include dormer window features. The Council's

Urban Design Advisor has no objections to the material palette but identifies the need for planning conditions for approving the finer details of such features and the materials.

- 6.13 The development would result in change from the natural environment to an urban landscape to the western part of the site. In terms of wider views, the site would be seen from areas to the north [Horndon on the Hill] to form part of the urban area of Stanford and in the backdrop of existing development and the church on the hill in the centre of Stanford.
- 6.14 In conclusion, under this heading, the overall design and layout of the proposed development and its impact upon the surrounding area is acceptable and no objections are raised from the Council's Urban Design Advisor. The proposal is considered to be acceptable with regards to policies CSTP22, CSTP23 and PMD2, and section 3 of the Thurrock Design Strategy.

IV. LANDSCAPING AND AMENITY SPACE

- 6.15 There are no Tree Preservation Orders [TPO's] at the site or around the site boundaries. Along Stanford Road, where the road level rises on an embankment, there is a landscaping strip and the proposed access would require a small area of clearance along this landscaping strip, which raises no objections. There are some trees and groups of trees on the eastern and southern site boundary which are all identified for retention except for one tree and one small section of trees which are identified to of 'low quality value'. The Council's Landscape and Ecology Advisor has no objections to the proposed tree removal and tree protection measures during construction as identified in the Arboricultural Report.
- 6.16 To accord with the requirements of policies CSTP20 and PMD5, sports and recreational opportunities should be provided, including children's play space. The proposal includes a large area of public open space of approximately 2.6 hectares which would include a 700m² area of children's play space and a 0.3 hectare flood attenuation pond, which is acceptable with regard to the policy but details of the children's play space equipment would need to be agreed along with future maintenance and management arrangements through planning conditions. The Council's Landscape and Ecology Advisor has no objections but similarly, details of the future landscaping strategy and details of the surface water features would need to be agreed through planning conditions. The footpath link and proposed upgrading works for the footpath [discussed in section VI], would help ensure connectivity in terms of Green Infrastructure, as required through policy CSTP18, to the wider area, including the neighbouring proposed development at 'Land Adjacent Railway Line the

Manorway and West of Victoria Road' site, which includes an area of open space in close proximity to this site.

- 6.17 The proposed layout to the development shows each house would have a private garden space ranging from 43m² for a 2 bedroom home up to 127m² for a 3 bedroom home. Each block of flats would have areas of communal amenity space. Based on internal floorspace some of the houses would fall below the private amenity space requirement as stated 'saved' Annex 1 of the Borough Local Plan. However, the proposal includes a large area of area of public open space which can be used for amenity provision and Planning Inspectors have found similar sized private amenity spaces to be acceptable for 3 bedroom dwellings. On balance, given the scale of the development, the level of private amenity space is considered acceptable for the proposed houses on this site with regard to policy PMD2.

V. ECOLOGY AND BIODIVERSITY

- 6.18 The application site is located 2km from the internationally and nationally designated sites (Thames Estuary and Marshes SPA and Ramsar site). European sites are afforded protection under the Conservation of Habitats and Species Regulations 2017, as amended (the 'Habitats Regulations').
- 6.19 The application is accompanied by a Habitats Regulation Assessment Screening statement [HRAS] which assesses the impacts upon the nearby Special Protection Areas [SPA] and Special Areas of Conservation [SAC] both of which are European designated sites [Natura 2000 sites and Ramsar sites]. No land on the application site forms part of any statutory internationally or nationally designated site. The HRAS identifies that there will be no likely significant adverse effects in-isolation or in-combination with other plans or projects. The consultation response from Natural England 'considers that the proposed development will not have significant adverse impacts on designated sites and has no objection'. The Council's Landscape and Ecology Advisor agrees with the conclusion of the HRA and also raises no objections. It is therefore considered that the proposed development will not have a likely significant impact on a European site either alone or in combination with other plans or projects.
- 6.20 In terms of ecology and biodiversity at and around the immediate site boundaries the application includes an Extended Phase 1 Habitat Survey. The existing site is an arable field so is considered to be of low biodiversity value but the field boundaries are vegetated and are considered to be ecological corridors for several species. Equally the nearby watercourse would have biodiversity value.

- 6.21 The Extended Phase 1 Habitat Survey identifies two hedgerows on the eastern and north western boundary that would be of habitat importance and may qualify to meet the definition of an 'important hedgerow' under the Hedgerow Regulation [1997] so the Extended Phase 1 Habitat Survey advises that these are retained, protected and enhanced.
- 6.22 The Extended Phase 1 Habitat Survey involved a desk top study and a site survey in August 2015 to consider and identify protected species associated with the study area. This work identified the likely presence of bats, great crested newts, slow worms, the common lizard, grass snake, adder and badgers. The Extended Phase 1 Habitat Survey recommends, before construction work commences, further survey works for bats, birds and reptiles at the site. The Extended Phase 1 Habitat Survey also recognises the importance of the watercourse for water vole activity as another protected species. The Council's Landscape and Ecology Advisor raises no objection to this approach but requires a detailed landscape and ecology management plan to inform how the key features will be protected during construction and maintained in the future. The development of the site also offers the opportunity for biodiversity gains and ecological enhancement measures. Subject to these details being provided as required by the conditions the proposed development would be acceptable in ecology and biodiversity terms and with regard to policy PMD7.

VI. TRAFFIC IMPACT, ACCESS AND CAR PARKING

- 6.23 In terms of location and sustainability the site is located close to the town centre where there are shops, facilities, services and access to bus services. In terms of transport modes, the site is in close proximity to Stanford railway station and nearby bus stops as a transport hub and is afforded good access to the surrounding highway network. The site is located in a sustainable location but the existing access arrangements to reach these amenities and transport hubs are poor.
- 6.24 The site would be accessed via bellmouth junction onto Stanford Road for vehicles, pedestrians and cyclists. It is proposed to create a dual cycle/footpath route along Stanford Road linking to London Road to the south as there is no such path at present. There is also an existing footpath that links to Victoria Road to the east but this is a narrow, unmade and an unlit route, which requires upgrading.
- 6.25 Through the heads of terms offered for the s106 the applicant proposes upgrading this footpath route by bridging over an existing watercourse between the site boundary and the railway embankment. To do this the applicant offers to construct a concrete pad and landing rights for a new 1.5m

wide steel bridge to cross the watercourse from the site. Beyond this, the footpath and adjoining land falls outside of the applicant's control but the applicant is offering a financial contribution to the Council's Highway's team to upgrade the footpath which passes underneath the railway line embankment and adjacent to the watercourse. These upgrade works would involve improved lighting, surfacing treatment, railings, painting and signage. Further along the footpath route on the eastern side of the railway line the applicant offers to financially contribute to the construction of a 'T' shaped bridge, which would be installed over the watercourse to replace the existing bridge but also to provide a link to the neighbouring 'Manorway site' [ref 14/01321/OUT]. A financial contribution would be paid towards the provision, maintenance and operation of CCTV, which would be managed by the Council's highways team. Once upgraded the route would provide an important pedestrian link to the town centre and station, and safer for pedestrians as this would be away from existing roads.

- 6.26 In addition to this footpath, the 'masterplan' for the development shows a 'possible future footpath/cycle route' which would link through the current gas works site at the end of the Butts Lane. The construction of this link would be dependent upon the Gas Works site being subject to residential redeveloped in the future but the link would provide the fastest pedestrian route to the railway station from the site.
- 6.27 The Council's Highway's Officer has no objections to the proposed footpath upgrade works subject to the improvement details being agreed through a s106 agreement and with the dual cycle/footpath route along Stanford Road linking to London Road being subject to a planning condition.
- 6.28 With regard to traffic impact and trip generation the applicant's Transport Statement and updated Transport Note identifies has reviewed the impact upon the Stanford Road/Buckingham Hill Road Junction identified that the proposed development would give rise to increase of 7 two-way vehicle movements during the weekday AM peak hour, and 11 two-way vehicle movements during the weekday PM peak hour. The applicant's Transport Statement and updated Transport Note conclude that the impact upon the Stanford Road/Buckingham Hill Road Junction would be 'negligible'. The Council's Highway's Officer raises no objection to the impact of the development upon the adjoining road network.
- 6.29 With regard to parking, the Council's Highway's Officer advises that the site is within an area of 'medium accessibility' and therefore the Council's draft parking standards recommends 1 – 1.25 vehicle parking spaces for flats and 1.5 - 2 vehicle parking spaces for houses. For all types of dwelling 0.25 spaces per dwelling in addition to the above should be provided for visitors.

The proposal would include a total of 213 car parking spaces for the development with 136 spaces for houses and 44 spaces for the flatted development. There would also be 33 visitor spaces. The proposed parking level complies with the Council's draft parking standards. The Council's Highway's Officer has no objections to the proposed level of parking with regard to policy PMD8 and the Council's draft parking standards.

- 6.30 For cycle parking the Council's draft parking standards require one secured covered cycle parking space per dwelling and there would be space within car ports and future rear garden buildings for the houses to meet this requirement, without significantly affecting usable private garden space. For the flats, secure covered cycle parking would be provided within separate detached buildings within the grounds of the flatted developments. All cycle parking provision levels are acceptable with regard to policy PMD8 and the Council's draft parking standards.

VII. FLOOD RISK AND DRAINAGE

- 6.31 Chapter 14 of the NPPF and guidance contained within the PPG advises on flood risk. Approximately one third of the site is located within a highest risk flood zone [flood zone 3], however, no living accommodation is proposed in this area. The majority of the proposed development would be located in flood zone 1, which is lowest level of flood risk.
- 6.32 As stated above, the site is identified as one of two locations on the urban fringe of Stanford le Hope/Corringham for housing development. The evidence base to the LDF included a Strategic Flood Risk Assessment and a Broad Location Areas Sequential Test, and in identifying this site, as one of the two locations on the urban fringe of Stanford, the Sequential Test was applied and passed, with the guidance that development should be steered towards areas with a lower risk of flooding. The proposed development is identified for areas of the site that have the lowest risk of flooding. Accordingly, the PPG advises that the Sequential Test does not need to be applied for individual developments on sites which have been allocated in development plans through the Sequential Test. The PPG advises on the Exception Test but as only the public open space falls within flood zone 3 the Exception Test does not need to be applied and all other development in lower risk flood zones is considered 'appropriate', based on the Flood Risk Vulnerability Classification table.
- 6.33 The applicant's Flood Risk Assessment [FRA] and addendum to the FRA demonstrates that the site levels range between 4.8m to 7.5m AOD, and the site gently slopes from the west to east, towards Stanford Brook, which is the watercourse to the east of the site. The FRA and addendum to the FRA

identifies that the highest risk of flooding would be from surface water flooding, followed by tidal flooding, although the River Thames sea wall provides protection to this area from tidal flooding. In terms of surface water flooding a Sustainable Drainage System [SuDS] hierarchy is proposed for the development comprising of a piped network to convey water to swale features draining into an attenuation area within the public open space, which will then discharge water into the Stanford Brook watercourse at a managed discharged rate. To ensure no property on site is affected from any flood event the FRA identifies that the proposed habitable finished floor levels will be positioned at 300mm above predicted flood levels. The Environment Agency raises no objection. The Flood Risk Manager currently raise a holding objection but since then further information has been provided by the applicant to address this objection and although no response has been received from the Flood Risk Manager it is considered that the proposed surface water management details can be secured through a planning condition to allow determination of the application. In addition, and for the benefit of the safety of future occupiers of the site the Council's Emergency Planner advises that a condition requiring a Flood Warning and Evacuation Plan is required.

- 6.34 For foul drainage it is stated that the development would connect to the existing sewerage system and Anglian Water raise no objections to this as the Tilbury Water Recycling Centre has available capacity to accommodate these flows.

VIII. NOISE

- 6.35 The application includes a Noise Assessment identifying noises sources from outside of the site. These include the continuous traffic noise associated with the A13, and passing passenger trains on the nearby railway line to the east of the site.
- 6.36 To address the effect of noise the development has been carefully planned to reduce ambient noise levels. The proposed rows of three storey terraced houses [house type G] which front Stanford Road would help form a physical noise barrier to assist in reducing external noise levels in private amenity spaces to rear of these houses and other houses, which have gardens backing onto them. The Noise Assessment identifies that these gardens are predicted to exceed the relevant noise guidance of 55dB as stated in BS8233:2014 (although the British Standard does recognise noise levels in areas adjoining strategic transport networks are likely to be higher than the relevant noise guidance levels).

- 6.37 For internal living conditions the Noise Assessment identifies that to achieve 'good' internal noise levels mitigation is required through the use of enhanced glazing and mechanical ventilation/acoustic ventilation for certain plots within the site.
- 6.38 The Council's Environmental Health Officer (EHO) has no objections to the use of the mitigation measures proposed for internal living conditions but recognises that some properties will be reliant on mechanical ventilation/acoustic ventilation as windows will need to remain closed to maintain acceptable internal noise levels. The EHO also recognises that the proposed houses and flats provide a level of screening but unlike a noise barrier there are gaps between the buildings which would reduce the attenuation provided and therefore gardens would not achieve the 55dB the BS8233:2014 and the World Health Organization [WHO] guidelines. This negative harm needs to be considered in the overall planning balance to a site which is identified for housing development in the current Development Plan. The Environmental Health Officer does not object to the application and recommends conditions to ensure the noise mitigation measures are achieved.
- 6.39 For construction noise the EHO has advised of the need for a Construction Environmental Management Plan for hours of construction and construction noise.
- 6.40 With the requirement for mitigation the proposed development can provide acceptable internal noise environments for future occupiers to accord with policy PMD1 but the external noise environments would be higher than guidelines and this needs to be considered in the overall planning balance.

IX. EFFECT ON NEIGHBOURING PROPERTIES

- 6.41 The nearest existing neighbouring properties are located to the south of the site in Caldwell Road and Kingsman Road. These neighbouring properties have rear gardens that either back onto the site boundary or back onto an access road which serves these properties between the rear garden boundary and the site boundary. Plots 71 to 80 front onto a proposed new road and into a streetscene. The building to building distance between these plots and the existing neighbouring dwellings is approximately 31m with vegetation, in the form of the field boundary in between. The amenities of the occupiers of these properties would not be adversely affected by the proposed development in terms of overlooking, loss of privacy, loss of light, overshadowing or, obtrusiveness. Any impacts from the construction phase of the development would be limited and controlled through a planning condition requiring a

Construction Environment Management Plan [CEMP], which would include matters such as hours of construction.

- 6.42 Notwithstanding the noise considerations stated above, the proposed layout of the development has been considered in terms of the building to building relationships, private garden space and general amenity provisions with regard to future occupiers of the site.
- 6.43 It is considered that the proposed development is acceptable in terms of residential amenity having regard to the requirements of policy PMD1.

X. VIABILITY AND PLANNING OBLIGATIONS

- 6.44 Policy PMD16 of the Core Strategy indicates that where needs would arise as a result of development the Council will seek to secure planning obligations under Section 106 of the Town and Country Planning Act 1990 and any other relevant guidance. The policy states that the Council will seek to ensure that development contribute to proposals to deliver strategic infrastructure to enable the cumulative impact of development to be managed and to meet the reasonable cost of new infrastructure made necessary by the proposal.
- 6.45 Certain LDF policies identify requirements for planning obligations and this depends upon the type of development proposed and consultation responses from the application process.
- 6.46 Following changes in legislation [Community Infrastructure Levy Regulations], in April 2015 the Council produced its Infrastructure Requirement List [IRL] which changed the way in which planning obligations through section 106 agreements can be sought. The changes brought in pooling limitations to a maximum of 5 contributions towards a type or item of infrastructure. The IRL therefore provides an up to date list of physical, social and green infrastructure to support new development in Thurrock. This list is bi-annually reviewed to ensure it is up to date. The IRL applies a number of different development scenarios.
- 6.47 Through the consultation process the following planning obligations have been identified:
- A contribution of 35% of the development to provide for affordable housing provision to meet policy CSTP2;
 - A financial contribution towards education provision through IRL Project references: IRL0071 for an extension to the existing reception/nursery provision in Corringham and Stanford Le Hope Primary School Planning

Area, and towards IRL0072 for an extension to existing secondary school/s in the East Secondary School Planning Area.

- A financial contribution towards additional floorspace at the Hassengate Medical Centre identified as IRL project IRL0441.

6.48 The applicant has included a list of draft of heads of terms offering the following:

1. To provide 35% of the development to be for affordable housing comprising a mix of affordable rented and immediate housing;
2. A financial contribution towards local healthcare improvements;
3. A financial contribution towards upgrading of footpath 36 through installing new footpath bridges, lighting and painting of the existing underpass bridge beneath the railway line, new surface treatment and signage. A financial contribution towards the maintenance and operation of CCTV.
4. A financial contribution towards education improvements;
5. Provision of a permissive right of a 2.5m wide pedestrian and cycle path from the boundary of the neighbouring National Grid site [to the south] in Butts Road, in case the site is re-developed in the future and to allow for an improved pedestrian/cycle route towards the railway station; and
6. Management and maintenance of surface urban drainage systems [SUDS], open space and non-adopted roads/paths.

6.49 The proposed planning obligations are considered necessary to comply with the requirements of policy PMD16 and the consultation responses through this application to mitigate the impact of the development.

XI. SUSTAINABILITY

6.50 As part of the planning balance consideration has to be given to the Environmental, Social and Economic objectives as outlined in paragraph 8 of the NPPF with all three needing to be satisfied for the 'presumption in favour of sustainable development' to apply.

6.51 For the economic role the proposal would create employment opportunities for the construction phase. When the development is occupied new residents would provide household spending within the local economy. The dwellings would opportunity for local people to live and work in this area. For the social role the development would help create a new community in this location. For both the social and economic role the development would provide dwellings for the area and contribute towards the Council's five year housing land supply. For the environmental role the proposed development is considered

acceptable in design terms in this location and in the wider context of the area. The development would incorporate public open space, a play area, new landscaping, and retention of existing landscaping around the site boundaries. The development would also create swales and an attenuation pond which will manage surface and run off from the site and provide ecological enhancement. It is therefore considered that the development can meet the Environmental, Social and Economic objectives as outlined in paragraph 8 of the NPPF.

XII. OTHER MATTERS

- 6.52 Adjacent to the south eastern corner of the site the National Grid site has a Hazardous Substances Consent as this once accommodated a gas holder that has long since been demolished, although there remains apparatus and high pressure gas mains. As part of the neighbouring A13 road widening works a high pressure gas main needs to be diverted to run underground near the southern site boundary within the site. Following consultation with the Health and Safety Executive [HSE] there are no objections raised on safety grounds and no dwelling would be located near the National Grid site.
- 6.53 The applicant's Archaeology Desk Based Assessment identifies that the site is considered to have a moderate potential for the Bronze Age and Roman periods, and therefore recommends a programme of geophysical survey will be required along with any mitigation to be dealt with through a planning condition, which is necessary with regard to the requirements of policy PMD4.
- 6.54 Following consultation with the Council's Environmental Health Officer it has been identified that there are no air quality issues associated with this development and the site is not within an Air Quality Management Area [AQMA].
- 6.55 With regard to land stability and contamination the Council's Environmental Health Officer has reviewed the relevant reports submitted as part of this planning application and raises no objections to the proposed end use of residential land uses having regard to policy PMD1.
- 6.56 Each house would have space within the plot to provide refuse and recycling facilities. The blocks of flats would have refuse and recycling facilities as storage buildings within the car parking areas to the blocks. The layout of the access and internal roads through the site and into the parking area for the flats has been designed to ensure refuse vehicles can reach all refuse collection points, and this is acceptable with regard to policy PMD2.

- 6.57 The applicant's Design and Access Statement includes details of sustainable design approaches and identifies that solar thermal and photo-voltaic systems, energy efficient lighting fittings, home office workspace areas, cycle storage sheds, water saving systems, storm water management, external bin storage can all be incorporated into this development to meet with requirements of policy PMD13. The finer details of this information shall need to be agreed through the use of a planning condition.
- 6.58 Due to size of private gardens it is considered necessary to remove of permitted development rights to ensure the private gardens remain of size that is usable to all occupiers over the lifetime of the development. Therefore it is considered necessary to remove permitted development rights for extensions, garages and outbuildings with the exception of allowing an outbuilding up to 10m³ in size.

7.0 CONCLUSIONS AND REASONS FOR APPROVAL

- 7.1 The site is identified through policy CSSP1 as one of two locations on the urban fringe of Stanford le Hope/Corringham for housing development, and would contribute to the Council's five-year housing land supply position and housing need. The site is adjacent to the existing urban area of Stanford and within close proximity [500m] of Stanford town centre and nearby transport hubs. It is considered with reference to policy CSSP1 that the principle of the residential development of this site is acceptable.
- 7.2 When assessing the planning balance the proposal would provide for a visually acceptable form of development, which would be well designed with a large area of public open space. In place making terms, the development is considered to accord with the core design aims of the Thurrock Design Strategy. Occupiers of the dwellings and existing residents would benefit from upgraded footpaths in the area, linking the site to the town centre and facilities contained therein. The proposed public open space and landscaping would help to integrate the development in this setting with the surrounding existing and established landscaping. The one vehicle access from the highway helps retain the existing landscaping along Stanford Road. It is recognised that some gardens nearest to the A13 may be subject to noise levels above the recommended levels for external amenity areas, however, in assessing the planning balance this harm is outweighed by all the benefits of the development as stated above.
- 7.3 All other material considerations are acceptable subject to planning conditions and planning obligations, which includes a policy compliant level of affordable housing, financial contributions towards healthcare and education, and upgrades to the Public Right of Way in the area and the inclusion of dual

footpath and cycleway links along Stanford Road, which is necessary to help provide another form of access to Stanford.

8.0 RECOMMENDATION

8.1 Approve, subject to the following:

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

- To provide 35% of the development to be for affordable housing;
- A financial contribution towards education provision through IRL Project references: IRL0071 for an extension to the existing reception/nursery provision in Corringham and Stanford Le Hope Primary School Planning Area, and towards IRL0072 for an extension to existing secondary school/s in the East Secondary School Planning Area;
- A financial contribution towards additional floorspace at the Hassengate Medical Centre IRL project IRL0441;
- A financial contribution towards upgrading of footpath 36 through installing new footpath bridges, lighting and painting of the existing underpass bridge beneath the railway line, new surface treatment and signage. A financial contribution towards the maintenance and operation of CCTV;
- Provision of a permissive right of a 2.5m wide pedestrian and cycle path from the boundary of the neighbouring National Grid site [to the south] in Butts Road, in case the site is re-developed in the future and to allow for an improved pedestrian/cycle route towards the railway station.

ii) 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
PH-108_001	Location Plan	29th March 2017
PH-108_002E	Proposed Site Layout	24th September 2018
1438-1C	Other	29th March 2017
PH-108_003E	Other	24th September 2018
PH-108_004E	Other	24th September 2018
PH-108_005F	Other	25th September 2018
PH-108_006C	Proposed Floor Plans	24th September 2018
PH-108_007C	Proposed Floor Plans	24th September 2018
PH-108_008C	Proposed Elevations	24th September 2018
PH-108_009C	Proposed Floor Plans	24th September 2018
PH-108_010C	Proposed Floor Plans	24th September 2018
PH-108_011D	Proposed Elevations	24th September 2018
PH-108_012E	Proposed Floor Plans	24th September 2018
PH-108_013E	Proposed Floor Plans	24th September 2018
PH-108_014E	Proposed Elevations	24th September 2018
PH-108_015B	Proposed Plans	25th September 2018
PH-108_016B	Proposed Plans	25th September 2018
PH-108_017B	Proposed Plans	25th September 2018
PH-108_018B	Proposed Plans	25th September 2018
PH-108_019B	Proposed Plans	25th September 2018
PH-108_020B	Proposed Plans	25th September 2018
PH-108_021B	Proposed Plans	25th September 2018
PH-108_023B	Proposed Plans	25th September 2018
PH-108_024B	Proposed Plans	25th September 2018
PH-108_025B	Proposed Plans	25th September 2018
PH-108_026B	Proposed Plans	25th September 2018
PH-108_027C	Proposed Plans	25th September 2018
PH-108_028E	Other	24th September 2018
PH-108_029E	Other	24th September 2018
PH-108_031A	Proposed Plans	24th September 2018
PH-108_030E	Other	24th September 2018
PH-108_032A	Proposed Plans	24th September 2018
PH-108_033A	Proposed Plans	24th September 2018
PH-108_035B	Proposed Plans	25th September 2018
PH-108_036	Proposed Plans	24th September 2018
PH-108_037	Proposed Plans	24th September 2018

PH-108_038	Proposed Plans	24th September 2018
PH-108_039	Proposed Plans	24th September 2018
PH-108_040	Proposed Plans	24th September 2018
PH-108_041	Proposed Plans	24th September 2018
PH-108_042	Proposed Plans	24th September 2018
PH-108_043	Proposed Plans	24th September 2018
PER/1342/17E	Landscaping	25th May 2018
PH-108_034A	Proposed Plans	24th September 2018

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the details as approved with regard to policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Materials

- No development (other than site investigation, levelling and ground works) 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. In addition, the details shall include brick type, size and bonding method, coping stone details, all surface materials, rainwater goods, metering arrangements and fenestration details. The 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].

Revisions to Plots 15 & 117

- Notwithstanding the details shown on the approved plans, no development above ground on plots 15 and 117 shall commence until a revised design for the side and rear elevation fenestration details to plots 15 and 117 has been submitted to and approved in writing by local planning authority. The 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 Treatment

5. No development (other than site investigation, levelling and ground works) shall take place until details of the heights, designs, materials and types of all boundary treatments to be erected on site have been submitted to and approved by the local planning authority. The boundary treatments shall be erected/installed in accordance with the approved details and retained as such thereafter.

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

Landscape Protection

6. All trees, shrubs and hedgerows to be retained on the site, as shown on the 'Tree Survey and Protection Plan' dated 27 April 2018 and as detailed in the 'Arboricultural Impact Assessment' dated 15 March 2016, shall be protected by chestnut paling fencing or heras 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 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 Scheme

7. No development (other than site investigation, levelling and ground works) shall take place until there has been submitted to, and approved in writing by, the local planning authority a detailed scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any trees and hedgerows to be retained, together with

measures for their protection in the course of development, and a programme of maintenance and programme of implementation. The landscaping details shall include details of type and species of replacement trees for the trees to be lost as a result of the development. All planting, seeding or turfing comprised in the approved scheme shall be carried out in the first planting and seeding season following commencement of the development or in accordance with the agreed programme of implementation 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 otherwise agreed in writing.

Reason: To ensure that the proposed development is satisfactorily integrated with its immediate surroundings and provides for landscaping as required by policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015], and in the interests of ecology and biodiversity or protected species are addressed in accordance with policy PMD7 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

Reservation of Open Space and Details of Play Area

8. The areas shown on the approved drawings as "play area" and "public open space" shall be reserved for such purposes. Prior to first occupation of the development a scheme detailing the surfacing, landscaping and play equipment within the play space shall be submitted to and agreed in writing with the local planning authority together with a programme of implementation. The surfacing, landscaping and play equipment shall be provided in accordance with the details as approved no later than occupation of the 50th dwelling on site and shall be retained for such amenity purposes thereafter.

Reason: To ensure amenity space within the development is provided in accordance with policies CSTP18, CSTP20, PMD2 and PMD5 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Landscape Management Plan

9. Within 6 months of commencement of development a landscape management plan, including management responsibilities and maintenance schedules for the upkeep of all landscaped areas, public open space and play areas, other than domestic gardens, has been

submitted to and approved in writing by the local planning authority. The landscape management plan shall be implemented in accordance with the details as approved and retained thereafter, unless otherwise agreed in writing with the local planning authority.

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].

Ecology Survey and Enhancements

10. No development shall take place including any demolition or clearance works, until the following additional surveys have been undertaken:
- i) Bats (activity survey and emergence/inspection of roosting features);
 - ii) Birds (breeding); and
 - iii) Reptiles.

To ascertain if these species are present. The results of the survey along with details of the provision and implementation of ecological mitigation to protect any protected species if found to be present, and details of measures to promote biodiversity and ecology enhancement throughout the site shall be submitted to and approved in writing by the local planning authority prior to commencement of development. The development shall be carried out and completed in accordance with the approved mitigation scheme.

Reason: In order to ensure that the interests of ecology and biodiversity or protected species are addressed in accordance with policy PMD7 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Highway Details

11. No development shall commence (other than site investigation, levelling and ground works) until details of the access to the highway, layout of the streets, estate road construction, turning spaces, street furniture, signage, surface finishes, footways, cycleways and footpaths have been submitted to and approved by the local planning authority. The details to be submitted shall include plans and sections showing design, layout, levels, gradients materials and method of construction and whether the roads are proposed to be put forward for adoption by the Highway Authority. The approved details shall be implemented prior to occupation of the development, unless otherwise agreed in writing by the local planning authority, and shall be retained and maintained at all times thereafter

Reason: To ensure the highway works are constructed to an appropriate standard in the interests of highway safety in accordance with policies PMD2 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Plot Sight Splays

12. Prior to the first use of any vehicle access onto the highway 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 and retained as such at all times thereafter.

Reason: In the interests of highway safety in accordance with policies PMD2 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Parking Provision

13. The individual flat and houses hereby permitted shall not be first residentially occupied until such time as the associated vehicle parking area for that plot indicated on the approved plans has been hard surfaced, sealed and marked out in parking bays. The vehicle parking area(s) shall be retained in this form at all times. The vehicle parking area(s) shall not be used for any purpose other than the parking of vehicles that are related to the use of the approved development, unless otherwise agreed with the local planning authority.

Reason: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with policy PMD8 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

Public Right of Way Diversion

14. No development shall be carried out which obstructs any part of the public right of way [shown on the Definitive map], which shall be kept open for use at all times, unless a temporary diversion has been first consented under the provisions of the Town and Country Planning Act 1990 [as amended].

Reason: In the interests of users and maintaining connectivity to the existing public right of way network in accordance with policies PMD2 and

PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015]. Unless an Order under Section 257 has been made and confirmed or the right of way otherwise extinguished under an order of the Magistrates' Court it is a criminal offence to obstruct a public right of way. Planning permission alone does not authorise obstruction.

Footpath and Cycleway Details

15. Details of the proposed dual use foot and cycle path along the A1013 Stanford Road, from the site entrance to its junction with London Road in Stanford shall be submitted to and approved in writing by the local planning authority. The dual use foot and cycle path shall be carried out and completed in accordance with the details as approved and shall be completed prior to the first occupation residential of the development. The dual use foot and cycle path shall then be maintained thereafter, unless adopted by the Highway Authority.

Reason: To reduce reliance on the use of private cars, in the interests of sustainability and highway safety in accordance with policies PMD2 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Cycle Provision

16. Prior to first occupation of the flats the cycle storage areas as shown on the relevant plans for the flats shall be made available for use for residents and visitors of the flats in accordance with the approved plans and shall be retained for bicycle storage use thereafter.

Reason: To ensure appropriate parking facilities for bicycles are provided in accordance with policy PMD8 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

Travel Plan

17. The measures and procedures set out within the submitted 'Framework Residential Travel Plan' dated July 2018 shall be binding on the applicants or their successors in title. The measures shall be implemented upon the first occupation of the development hereby permitted and shall be kept in place. The Travel Plan shall be made available to all new occupiers of the site. 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 private cars in the interests of sustainability, highway safety and amenity in accordance with Policy PMD10 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Refuse and Recycling Provision

18. Prior to first occupation of the flats the refuse and recycling storage facilities as shown on the relevant plans for the flats shall be made available for use for residents and visitors of the flats in accordance with the approved plans and shall be retained for such purposes at all times thereafter.

Reason: In To ensure that refuse and recycling provision is provided in the interests of visual amenity of the area in accordance with policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Levels

19. No development shall commence until details showing the proposed finished ground and finished floor levels of the development in relation to the levels of the surrounding area shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the scheme as approved.

Reason: In order to protect the visual amenity of the area in accordance with policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

Flood Mitigation Measures

20. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) prepared by GHBullard & Associates LLP, dated March 2018 and referenced 275/2015/FRAADD Revision P2 and the following mitigation measures detailed within the FRA:

1. Finished ground floor levels of the houses and flats hereby permitted are to be set no lower than 6.17 metres above Ordnance Datum (AOD)

2. Provision of compensatory flood storage in accordance with the Flood Risk Assessment referenced above and the accompanying drawing and calculations in Appendix E referenced: 275/2015/06, revision P1, dated MAR 2018. Appropriate cross-sections, calculations, flow routing and topographic level information must be submitted to demonstrate that lost storage will be replaced at the same level at which it is lost and that flood water will return to the river as water levels fall.

The mitigation measures shall be fully implemented prior to first residential occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To reduce the risk of flooding to the proposed development and future occupiers and to prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided, in accordance with policies PMD1 and PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Surface Water Drainage Scheme

21. No development (other than site investigation, levelling and ground works) shall commence until a scheme for the provision and implementation of surface water drainage incorporating sustainable urban drainage schemes (SuDS) and an assessment of the hydrological and hydrogeological context of the development has been submitted to and approved in writing by the local planning authority. The surface water drainage scheme shall be constructed and completed in accordance with the details as approved prior to the first occupation of the development hereby permitted.

Reason: To ensure the incorporation of an appropriate drainage scheme and to avoid pollution of the water environment and to minimise flood risk in accordance with policies PMD1 and PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Surface Water Maintenance Plan

22. Prior to first residential occupation 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 and be implemented for all times thereafter.

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

Flood Warning and Evacuation Plan [FWEP]

23. Prior to the first occupation of any dwelling a Flood Warning and Evacuation Plan [FWEP] for the development shall be submitted to and approved in writing by the local planning authority. The approved measures within the Flood Warning and Evacuation Plan [FWEP] shall be implemented, shall be made available for inspection by all users of the site and shall be displayed in a visible location(s) at all times thereafter.

Reason: To ensure that adequate flood warning and evacuation measures are available for all users of the development in accordance with policy PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Noise mitigation measures

24. Prior to the first occupation of the development the noise mitigation measures as identified in the 'Noise Assessment Report' [reference GA-2015-0051 -R1 -RevA] dated 16 March 2016 shall be implemented during the construction of the development and the noise mitigation measures shall be maintained and retained at all times thereafter.

Reason: To protect the amenities of residential occupiers from nearby noise sources in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Solar Panels and Photovoltaic

25. External or roof mounted solar or photovoltaic panels shall not be installed unless details of their siting, design and location have been submitted to and approved in writing by the local planning authority with details installed as approved.

Reason: To ensure that development takes place in an environmentally

sensitive way and in the interest of visual amenity in accordance with Policy PMD13 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Archaeological monitoring

26.No demolition/development [or preliminary groundworks shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the local planning authority.

Reason: To ensure that investigation and recording of any remains takes place prior to commencement of development in accordance with Policy PMD4 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

External lighting

27.Prior to the first residential occupation of the development details of the means of external lighting shall be submitted to and agreed in writing with the local planning authority, with the exception of domestic lighting within the curtilage of the residential plots. The details shall include the siting and design of lighting together with details of the spread and intensity of the light sources and the level of luminance. The lighting shall be installed in accordance with the agreed details prior to first occupation of the dwellings retained and maintained thereafter in the agreed form, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of highway safety and residential 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].

Removal of Permitted Development Rights

28.Notwithstanding the provisions of Schedule 2, Part 1 Classes A and E of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order amending, revoking or re-enacting that Order) no garages, extensions or separate buildings (other than ancillary outbuildings not exceeding 10 cubic metres in volume) shall be erected within the site without planning permission having been obtained from the local planning authority.

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

Communal TV/Satellite

29. 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 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 DPD [2015].

Superfast Broadband

30. The houses and flats within the development shall be provided with the means of connecting to superfast broadband. Upon occupation of a dwelling, either a landline or ducting to facilitate the provision of a broadband service to that dwelling from a site-wide network, shall be in place and provided as part of the initial highway works and in the construction of frontage thresholds to dwellings that abut the highway, unless evidence is put forward and agreed in writing by the local planning authority that technological advances for the provision of a broadband service for the majority of potential customers will no longer necessitate below ground infrastructure.

Reason: In order to ensure that suitable infrastructure is provided at the site for the benefit of occupiers, in accordance with paragraph 112 of the NPPF.

Construction Environmental Management Plan (CEMP)

31. No 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 of use for the construction of the development
- (b) Hours and duration of any piling operations,
- (c) Vehicle haul routing in connection with construction, remediation and engineering operations,
- (d) Wheel washing and sheeting of vehicles transporting loose aggregates or similar materials on or off site,
- (e) Details of construction any access or temporary access, and details of temporary parking requirements;
- (f) 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
- (g) Location and size of on-site compounds [including the design layout of any proposed temporary artificial lighting systems];
- (h) Details of any temporary hardstandings;
- (i) Details of temporary hoarding;
- (j) Method for the control of noise with reference to BS5228 together with a monitoring regime
- (k) Measures to reduce vibration and mitigate the impacts on sensitive receptors together with a monitoring regime
- (l) Dust and air quality mitigation and monitoring,
- (m) Water management including waste water and surface water discharge,
- (n) Method statement for the prevention of contamination of soil and groundwater and air pollution, including the storage of fuel and chemicals,
- (o) A Site Waste Management Plan,
- (p) Ecology and environmental protection and mitigation,
- [q] Community liaison including a method for handling and monitoring complaints, contact details for site managers.
- [r] details of security lighting layout and design;
- [s] 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 and to ensure the construction phase does not materially affect the free-flow and safe movement of traffic on the highway; in the interest of highway efficiency, safety and amenity, in accordance with policy PMD1 of the Adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development DPD [2015].

Positive and Proactive Statement

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

Documents:

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

