

<b>Reference:</b> 18/00551/FUL	<b>Site:</b> Land Adjacent Curling Lane Helleborine And Meesons Lane Grays Essex
<b>Ward:</b> Grays Riverside	<b>Proposal:</b> Construction of 8 no. two bedroom semi-detached dwellings with associated access, car parking and amenity areas.

<b>Plan Number(s):</b>		
Reference	Name	Received
002E	Floor Layout	3rd December 2018
003C	Site Layout	3rd December 2018
200D	Sections	3rd December 2018
201C	Sections	3rd December 2018
(No Nos.)	Location Plan	20th April 2018
003	Proposed Plans	20th April 2018
Meesons Lane DAS	Meesons Lane Design & Access Statement	23rd November 2018
001J	Site Layout	23rd November 2018
0001K	Parking Block Plan	31st October 2019

The application is also accompanied by:

- Design and Access Statement (Nov 2018)
- Structural Statement by JNP Group Consulting Engineers (18 December 2018)
- Transport Statement by Milestone Transport Planning (March 2018)
- Conceptual Drainage Strategy (ref. M42800 RP-C-1001) by JNP Group Consulting Engineers (February 2019)
- Ecological Report (re. 183031) - A A Environmental Ltd (April 2018)
- Tree survey, Arboricultural impact assessment and tree protection plan (ref. J13) by Robert Toll and Dr Martin Dobson (28 March 2018)
- Borehole Soakaway Infiltration Testing by JNP Group Consulting Engineers (26 March 2019)

**Applicant:**  
(Mr Rehan Khodabuccus)

**Validated:**  
18 April 2018

On behalf of:  Zed Pods Ltd	<b>Date of expiry:</b> 13 January 2020 (Extension of Time agreed with Applicant)
<b>Recommendation:</b> Approve, subject to conditions.	

## 1.0 DESCRIPTION OF PROPOSAL

1.1 The key elements of the proposals are set out in the table below:

<b>Site Area (Gross)</b>	0.245 Ha						
<b>Height</b>							
<b>Units (All)</b>	<b>Type (ALL)</b>	<b>1-bed</b>	<b>2-bed</b>	<b>3-bed</b>	<b>4-bed</b>	<b>5-bed</b>	<b>TOTAL</b>
	Houses		8				
	Flats						
	<b>TOTAL</b>		<b>8</b>				<b>8</b>
<b>Affordable Units</b>	<b>Type (ALL)</b>	<b>1-bed</b>	<b>2-bed</b>	<b>3-bed</b>	<b>TOTAL</b>		
	Houses						
	Flats						
	<b>TOTAL</b>				<b>0</b>		
<b>Car parking</b>	Flats: Houses: 17 spaces, including 1 disabled accessible space Total allocated: 1.5 to 2 spaces (Average of per unit) Total Visitor: 0.25 spaces (Average per unit) Total: 17 spaces						
<b>Amenity Space</b>	Minimum 33.7 sq.m Average 57.2 sq.m Maximum 91.8 sq.m						
<b>Density</b>	33 units per Ha for the whole site						

1.2 This application seeks permission for the development of the site for 8 x 2 bedroom dwellings comprising four semi-detached pairs, with car parking beneath. The dwellings would be built to reflect the contours of the land. To the western side of the site, where it adjoins Meesons Lane, the dwellings would appear as two storey and to the eastern side they would appear three storey.

1.3 Pedestrian access to the dwellings would be from above the car parking level and all vehicular access would be via Helleborine.

## **2.0 SITE DESCRIPTION**

- 2.1 The site measures 0.25 Ha and is narrow and broadly rectangular in shape. It sits at the junction of Meesons Lane and Helleborine, with vehicular access from Helleborine only. Pedestrian and cycle access connections are available via the junction between Helleborine and Meesons Lane.
- 2.2 Ground levels slope steeply east to west from Meesons Lane towards Helleborine with the northernmost part of the site featuring the steepest gradient. The site comprises trees and vegetation principally along the western, northern and eastern boundaries with the remainder of the site grassed. Meesons Lane is situated to the immediate west of the application site with the recreation ground beyond. Helleborine borders to the immediate east. Residential properties on Helleborine are located to the immediate north and north east as is the Badgers Dene estate. The continuation of Meesons Lane and the recently developed Persimmon Homes site is situated to the south.
- 2.3 The site is located outside of a high risk flood zone.

## **3.0 RELEVANT PLANNING HISTORY**

- 3.1 None.

## **4.0 CONSULTATIONS AND REPRESENTATIONS**

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

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

At the time of writing the following have been received:

- a petition signed by 217 residents objecting to the proposal;
- Letters from the 3 Ward Councillors objecting to the proposals;
- A total of 93 letters have been received in objection to the application (24 of which are repeat objection letters from neighbours in response to revised plans) on the following grounds:
  - Access to Site
  - Additional Traffic
  - Loss of Wildlife and Green Space

- Loss of Amenity
- Materials to be used for the new dwellings would be unacceptable
- Out of Character
- Overlooking of properties
- Structural concerns relating to Meesons Lane

#### 4.3 ANGLIAN WATER

No objection, subject to condition and informative.

#### 4.4 EDUCATION

No education contribution is required

#### 4.5 ENVIRONMENTAL HEALTH

No objection, subject to conditions.

#### 4.6 FLOOD RISK ADVISOR

No objection, subject to conditions.

#### 4.7 HIGHWAYS

No objection, subject to conditions.

#### 4.8 HSE

No objection.

#### 4.9 LANDSCAPE AND ECOLOGY ADVISOR

No objection, subject to conditions.

### 5.0 POLICY CONTEXT

#### **National Planning Guidance**

- 5.1 The NPPF was published on 27 March 2012 and amended on 24 July 2018 and again on 19 February 2019. Paragraph 10 of the Framework sets out a presumption in favour of sustainable development. Paragraph 11 of the Framework expresses a presumption in favour of sustainable development. This paragraph goes on to state that for decision taking this means:

*c) approving development proposals that accord with an up-to-date development plan without delay; or*

*d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date<sup>7</sup>, granting permission unless:*

*i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed<sup>6</sup>; or*

*ii any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

<sup>6</sup> *The policies referred to are those in this Framework relating to: habitats sites and/or SSSIs, land designated as Green Belt, Local Green Space, AONBs, National Parks, Heritage Coast, irreplaceable habitats, designated heritage assets and areas at risk of flooding or coastal change.*

<sup>7</sup> *This includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites.*

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 and that the Framework is a material consideration in planning decisions. The following headings and content of the NPPF are relevant to the consideration of the current proposals:

1. Achieving sustainable development;
5. Delivering a sufficient supply of homes;
9. Promoting sustainable transport;
11. Making effective use of land;
12. Achieving well-designed places; and
14. Meeting the challenge of climate change, flooding and coastal change.

### Planning Practice Guidance

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

- Climate change;
- Design;
- Determining a planning application;
- Effective use of land;
- Flood risk and coastal change;

- Noise;
- Travel Plans, Transport Assessments and Statements; and
- Use of planning conditions

### 5.3 Local Planning Policy

#### Thurrock Local Development Framework

The Council adopted the “Core Strategy and Policies for the Management of Development Plan Document” in December 2011 and amended in 2015. The following Core Strategy policies apply to the proposals:

#### Spatial Policies:

- CSSP1 (Sustainable Housing and Locations)

#### Thematic Policies:

- CSTP1 (Strategic Housing Provision)
- CSTP2 (The Provision Of Affordable Housing)
- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)
- CSTP25 (Addressing Climate Change)
- CSTP26 (Renewable or Low-Carbon Energy Generation)
- CSTP27 (Management and Reduction of Flood Risk)

#### Policies for the Management of Development:

- PMD1 (Minimising Pollution and Impacts on Amenity)
- PMD2 (Design and Layout)
- PMD7 (Biodiversity, Geological Conservation and Development)
- PMD8 (Parking Standards)
- PMD9 (Road Network Hierarchy)
- PMD10 (Transport Assessments and Travel Plans)
- PMD13 (Decentralised, Renewable and Low Carbon Energy Generation)
- PMD14 (Carbon Neutral Development)

#### Thurrock Local Plan

5.4 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. In December 2018 the Council consulted on an Issues and Options (Stage 2 Spatial Options and Sites) document.

### Thurrock Design Strategy

5.5 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. Design and Layout
- III. Landscaping and Ecology
- IV. Amenity Space
- V. Traffic Impact, Access and Car Parking
- VI. Flood Risk and Drainage
- VII. Effect on Neighbouring Properties
- VIII. Other Matters

### **I. PRINCIPLE OF THE DEVELOPMENT**

6.2 The site is located in a residential area of Grays on the fringes of the Badgers Dene estate. The site currently forms an open area with landscaping on its boundaries with Meesons Lane. There are no in-principle land use objections to the proposals.

### **II. DESIGN AND LAYOUT**

6.3 The dwellings would be regularly spaced facing east towards Helleborine, with vehicular access also from Helleborine. Access would comprise two points at the southern end of the site. Within the development a spine road would run north to south featuring a turning head at the northern end of the site.

6.4 It is recognised that this end of Helleborine is currently used as a drop-off by parents with children at the nearby Belmont Academy School. The scheme would provide an in-out access which would improve turning facilities at the end of Helleborine.

6.5 The proposal has been designed to work with the contours of the land with the built form over three levels featuring parking to the ground floor with the dwellings above. Pedestrian access would be via entrances on the first floor and all the properties would face Helleborine as their principal elevation.

- 6.6 The applicant refers to the proposals as “Maisonette Pods” which would be carbon-free units, built on top of a steel or concrete base. Placing the maisonettes on top of the platform would allow the floor level of the units be level with the back gardens which back onto Meesons Lane. This approach would help maintain the existing levels to form the back gardens, minimising the impact on Meesons Lane.
- 6.7 The proposed units would be designed with current modular building construction technology. The units would be constructed using a cement board cladding finish, with triple glazed windows and a PV solar panelled roof. The layout of the units would minimise any overshadowing of the electricity generating solar roofing panels, or overlooking of adjacent neighbouring gardens or windows. The proposals have been designed specifically to deliver a low/zero energy, zero carbon development
- 6.8 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.
- 6.9 The proposed dwellings would have pitched roofs and windows of a traditional form. However, given the technology used to ensure the development would be sustainable and carbon-neutral, the external materials and form of the pairs would have a modern appearance. Given the mixed character of the area the proposed design is considered to be acceptable.
- 6.10 Letters have been received objecting to the development of the site on the grounds that the proposals would be out of character with surrounding residential development. The proposed layout would feature semi-detached dwellings reflecting the variety of semi-detached, detached and short terraced dwellings which make up the immediate character of housing locally.
- 6.11 It is acknowledged that the materials would be different, however, the proposals 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. While it is recognised that the design of the properties would be different from the established properties in the immediate location, this is not considered to warrant a recommendation of refusal.
- 6.12 Accordingly the proposal is considered to satisfy the relevant criteria of Policies PMD1, PMD2 and CSTP22 of the Core Strategy.

### III. LANDSCAPING AND ECOLOGY

- 6.13 The site does not form part of any area designated for nature conservation interest on either a statutory or non-statutory basis. An ecological survey has been provided which concludes that the site is generally of low ecological value. A follow up survey has found no evidence of badgers using the site.
- 6.14 The Council’s Landscape and Ecology Advisor agrees with the findings of the ecological surveys and has also found no evidence of current use by badgers. The Landscape and Ecology Advisor also agrees with the ecological surveys submitted that the existing trees do not contain features that would make them suitable for roosting bats. Features such as bird and bat boxes should be integrated into the new



buildings and an appropriate condition has been included. The Council is satisfied that the development would not adversely affect any protected species.

- 6.15 An Arboricultural Impact Assessment of the trees on and around the site has been provided which confirms that the belt of trees on the eastern side of the site would be retained, which is welcomed. The Landscape and Ecology Advisor has recommended that any changes in levels to facilitate the construction of the access road will need to consider the root protection area of the trees on Meesons Lane. The Landscape and Ecology Advisor has also recommended that a condition should be included seeking the replacement of an Elm hedge to the Meesons Lane side which should consist of a suitable 'instant hedge' comprising native species that will have ecological value and deliver immediate screening.
- 6.16 Subject to the conditions proposed, it is concluded that the impacts of the proposals on landscape, ecology and biodiversity interests are acceptable.

#### IV. AMENITY SPACE

- 6.17 Each of the dwellings would provide 79sqm of floor area, which would be considered an acceptable amount of internal space.
- 6.18 Each dwelling would have its own private amenity area backing on to Meesons Lane. Due to the nature of the site, the amount of private amenity space per dwelling would vary between the lowest at 33.7sqm to the greatest at 91.8sqm with the average of 57.2 sq.m per dwelling.
- 6.19 Council policy requires a private amenity space provision of 75 sq.m per dwelling (based on the size of the units) and some of the units would be below the 75sq.m. recommended minimum. However, the immediate context of the site should be considered and the location of the recreation ground opposite the site to the immediate west is relevant. It is not considered that a recommendation to refuse the application on the basis of a shortfall in private amenity space in this instance would be sustainable at appeal.

#### V. TRAFFIC IMPACT, ACCESS AND CAR PARKING

- 6.20 The proposed access arrangements, level of car parking provision and cycle storage proposed all comply with Council policy. 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.

#### VI. FLOOD RISK AND DRAINAGE

- 6.21 The site is not located in a high flood risk zone. The response from the Flood Risk Manager raises no objection subject to conditions relating to the Surface Water Drainage Strategy submitted.
- 6.22 Accordingly, subject to conditions, the proposal is considered to comply with Policies CSTP25 and CSTP27.

## VII. EFFECT ON NEIGHBOURING PROPERTIES

- 6.23 The closest neighbouring dwellings to the proposed development are those located at the most southerly end of Helleborine at no's 1 to 5 and 15 to 26 (inclusive). Whilst the proposal could be viewed from these neighbouring properties, it is considered none of these neighbours would suffer from any significant loss of privacy, light or amenity as a result of the development due to the separation distance between principal windows and the orientation of the dwellings.
- 6.24 Accordingly, subject to conditions, the proposal is considered to comply with Policy PMD1.

## VIII. OTHER MATTERS

- 6.25 Several neighbour letters have objected on the basis of concern regarding potential structural impact of the proposal upon Meesons Lane, which is an unadopted road. The applicant has carried out its own structural surveys and provided a further Structural Statement which demonstrates that there would be no adverse structural impacts upon Meesons Lane.
- 6.26 The Council's Environmental Health Officer has raised no objections subject to conditions relating to hours of construction, the control and suppression of dust during construction and that construction activities should be carried out using best practice with reference to BS 5228 (Control of noise from construction sites) to minimise the effect of construction on local residents.
- 6.27 Accordingly, subject to conditions, the proposal is considered to comply with Policy PMD1.

## 7.0 CONCLUSIONS AND REASON(S) FOR APPROVAL

- 7.1 This application seeks full planning permission for the residential development of the site. The site lies within a residential area and lies within the Badger Dene estate. 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 surface water drainage, ecology and technical access details can be dealt with by appropriate conditions. The strong energy credentials of the scheme add further weight to the support for the scheme.

## 8.0 RECOMMENDATION

- 8.1 Approve, subject to the following planning conditions

### Time Limit

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

**Reason:** 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.

### Approved Plans

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

Plan Number(s):		
Reference	Name	Received
002E	Floor Layout	3rd December 2018
003C	Site Layout	3rd December 2018
200D	Sections	3rd December 2018
201C	Sections	3rd December 2018
(No Nos.)	Location Plan	20th April 2018
003	Proposed Plans	20th April 2018
Meesons Lane DAS	Meesons Lane Design and Access Statement	23rd November 2018
001J	Site Layout	23rd November 2018
0001K	Parking Block Plan	31st October 2019

**Reason:** For the avoidance of doubt and to ensure the development accords with the approved plans with regard to policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

### 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. For the avoidance of doubt this should include grey window as shown on page 34 of the submitted Design & Access Statement.

**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].

### Landscaping and Trees

- 4 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 6, 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**

- 5 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**

- 6 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**

- 7 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 Report (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 including bat and bird boxes;
- 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].

### **Access roads, streets, footways and cycleways provision**

- 8 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].

### **Junction Sight Splay Details**

- 9 Details of sight splays and speed reduction measures shall be provided at all proposed junctions and bends in the road such details shall be submitted to and approved to the satisfaction of the Local Planning Authority prior to commencement on site. Those sight lines thereafter maintained at all times so that no obstruction is present within such area above the level of the adjoining highway carriageway.

**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 and turning areas**

- 10 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 and amenity and in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

### **Vehicle access sight splays**

- 11 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].

### **Temporary Access**

- 12 Prior to commencement on site, details shall be submitted to and approved by the Local Planning Authority showing the layout, dimensions and construction specification of any temporary access to the highway.

**Reason:** In the interests of highway safety/to safeguard the amenities of nearby residents.

### **CEMP**

- 13 Prior to the commencement of demolition, remediation or development, a Construction Environment Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include, but not limited to, details of:

- (a) Hours and duration of works on site
- (b) Wheel washing and sheeting of vehicles transporting aggregates on to or off of the site
- (c) Details of construction access
- (d) Details of temporary hard standing
- (e) Details of temporary hoarding
- (f) Water management including waste water and surface water drainage
- (g) Road condition surveys before demolition and after construction is completed; with assurances that any degradation of existing surfaces will be remediated as part of the development proposals. Extents of road condition surveys to be agreed as part of this CEMP
- (h) Details of method to control wind-blown dust

All works and development shall be carried out in accordance with the approved CEMP and the measures contained therein.

**Reason:** To ensure 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.

### **Surface Water Drainage Scheme**

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

- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
  
- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

The scheme shall subsequently be implemented prior to occupation.

**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**

15 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**

16 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**

- 17 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.

### **Garages for parking and Domestic Storage only**

- 18 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 2015 and Section 55 of the Town and Country Planning Act 1990, the garages hereby approved/permitted shall only be used for the parking of cars or incidental domestic storage purposes in connection with the residential use of the site and for no other purposes whatsoever. Garage spaces shall also be a minimum of 3 metres width by 7 metres length.

**Reason:** to ensure satisfactory off-street parking provision is maintained, in the interests of highway safety and visual amenities.

### **Bin stores**

- 19 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 and 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].

### **Permitted Development Restriction**

- 20 Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 1995, or any subsequent re-enacting Order, no development

falling within Classes A, B, C, D, E or F of Part One of the Second Schedule of that Order shall be carried out on the site.

**Reason:** Given the sustainable design of the buildings, in the interests of neighbour amenity and the character and appearance of the locality in accordance with Policies PMD1, PMD2 and CSTP22 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

### **Energy Efficiency**

## **21 Renewable Energy**

Prior to the commencement of development, details of measures to demonstrate how the development generates 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].

### **Informatives:**

#### Positive and Proactive Statement

1. The Local Planning Authority has acted positively and proactively in determining this application and 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.

#### Any Works within the Highway

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 to apply for a Section 278 Agreement.

Chief Highways Engineer,  
Highways Department,  
Thurrock Council,  
Civic Offices,  
New Road,  
Grays Thurrock,  
Essex. RM17 6SL

## Anglian Water Assets

3. The applicant is advised that Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991 or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

### **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](http://www.thurrock.gov.uk/planning)

