

<p>Reference: 20/00905/FUL</p>	<p>Site: Land Part Of St Cleres Hall Adjacent To James Court Stanford Road Stanford Le Hope Essex</p>
<p>Ward: Stanford Le Hope West</p>	<p>Proposal: Demolition of existing barns and construction of building containing five apartments with associated hardstanding and landscaping (resubmission of 18/00984/FUL - Erection of a terrace of 4no. residential dwellings with associated hardstanding and landscaping following demolition of existing buildings)</p>

Plan Number(s):		
Reference	Name	Received
3726_PL01a	Existing Site Plan	19 August 2020
3726_PL02a	Existing Outbuildings	21 July 2020
3726_PL03b	Proposed Floor Plans	19 August 2020
3726_PL04c	Proposed Elevations	19 August 2020
3726_PL05e	Proposed Site Plan	22 September 2020
3726_PL06	Volume Comparison	21 July 2020
3726_PL07b	Existing and Proposed Green Space Comparison	25 September 2020
3726_PL08a	Proposed Roof Plan	19 August 2020
3726_PL09a	Refuse Access	22 September 2020

The application is also accompanied by:

- Design and Access Statement
- Planning Statement
- QC Planning Submission Opinion

Applicant:

Mr R Lyon

Validated:

22 July 2020

Date of expiry:

23 October 2020 (Extension of time agreed with applicant)

Recommendation: Grant planning permission, subject to conditions and s106

agreement

This application is scheduled for determination by the Council’s Planning Committee because it has been called in by Cllrs S Hebb, T Piccolo, D Huelin, A Watkins and J Halden (in accordance with the Constitution Chapter 5, Part 3 (b), 2.1 (d) (ii)) to assess the impact of the proposal on the amenity of local area.

1.0 DESCRIPTION OF PROPOSAL

1.1 The table below summarises some of the main points of detail contained within the development proposal:

Site Area (Gross)	0.119ha							
Height (maximum)	Eaves – 4.7m Ridge – 9.75m							
Units (All)	Type (ALL)	1- bed	2- bed	3- bed	4- bed	5- bed	TOTAL	
	Houses							
	Flats	1	4					
	TOTAL	1	4				5	
Affordable Units	Type (ALL)	1- bed	2- bed	3- bed	TOTAL			
	Houses							
	Flats							
	TOTAL				0			
Car parking	Flats: 5 Total allocated: 5 spaces (1 per unit) Total Visitor: 1 space Total: 6							
Amenity Space	Over 800 sqm of communal amenity space							
Density	42 units per ha							

1.2 This application seeks planning permission for the erection of a building which would contain five apartments following the demolition of existing buildings on the site. The proposal also includes associated hardstanding and landscaping.

1.3 The proposed building would be located toward the north west corner of the wider site which is currently has been developed under previously approved planning

applications 11/50268/TTGFUL and 16/00271/FUL. The building itself would be of pitched roof design with an appearance similar to the buildings previously approved on the site. The proposed parking area would utilise the access which was approved under the previous applications.

2.0 SITE DESCRIPTION

2.1 The application site is situated within the Green Belt to the West of Stanford-le-Hope. The site, which is located on the south side of Stanford Road was formerly part of a redundant farmyard which also included a large car storage building. The area to the south of the site has been developed to provide 17 residential units under applications 11/50269/TTGFUL and 16/00271/FUL. The site itself would be within an area which was proposed as an open area with landscaping in previous application 16/00271/FUL. Access to the site would be via the access road within the current development which links the site to the driveway that is shared with St Clere’s Hall Golf Club.

2.2 The site is adjoined to the east by residential development fronting London Road and the cul-de-sac of Oxford Road, and to the West by St Clere’s Hall, which is a Grade II* listed building. This building was once a farmhouse but is now used as the clubhouse for St Clere’s Hall Golf Club.

3.0 RELEVANT PLANNING HISTORY

3.1 The following table provides the relevant planning history:

Application Reference	Description of Proposal	Decision
11/50268/TTGFUL	Erection of 14 dwellings	Approved
14/00547/CONDC	Discharge of conditions 2,3,4,8,9,10,21,22 and 23 on previous planning application 11/50268/TTGFUL.	Advice Given
14/00654/CONDC	Discharge of Conditions 5, 6, 12, 15, 18 and 19 against approved planning application 11/50268/TTGFUL	Advice Given
16/00271/FUL	Demolition of existing car storage building and erection of a residential terrace of 5no. three bedroom dwellings	Refused – Appealed – Allowed
17/01628/CONDC	Application for the approval of details reserved by condition no. 3 (Hard and soft landscaping), 4 (Construction and waste management plan), 5(Highways	Advice Given

	management plan) and 8(foul and surface water) of planning permission ref. 16/00271/FUL (Demolition of existing car storage building and erection of a residential terrace of 5 no. three bedroom dwellings)	
18/00984/FUL	Erection of a terrace of 4no. residential dwellings with associated hardstanding and landscaping following demolition of existing buildings	Refused – Appealed – Dismissed

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

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. There was one comment received which did not object to the proposal, although it raised concerns on the following matters:

- Access to site
- Additional traffic
- Use of green areas
- Possible excessive noise

4.3 CADENT GAS:

No objection.

4.4 ENVIRONMENTAL HEALTH

No objection, subject to conditions.

4.5 HIGHWAYS

No objection, subject to conditions.

4.6 LANDSCAPE AND ECOLOGY ADVISOR:

No objection, subject to conditions.

4.7 LISTED BUILDING ADVISOR:

Recommend amendments, suggested conditions.

5.0 POLICY CONTEXT

National Planning Policy Framework (NPPF)

5.1 The revised NPPF was published on 19 February 2019. The NPPF sets out the Government's planning policies. Paragraph 2 of the NPPF 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. The following chapter headings and content of the NPPF are particularly relevant to the consideration of the current proposals:

- 2. Achieving sustainable development
- 4. Decision-making
- 5. Delivering a sufficient supply of homes
- 11. Making effective use of land
- 12. Achieving well-designed places
- 13. Protecting Green Belt land
- 16. Conserving and enhancing the historic environment

5.2 National Planning Practice Guidance (NPPG)

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. NPPG contains a range of subject areas, with each area containing several sub-topics. Those of particular relevance to the determination of this planning application include:

- Design: process and tools
- Determining a planning application
- Effective use of land
- Green Belt
- Historic environment
- Housing: optional technical standards
- Housing supply and delivery
- Noise
- Planning obligations
- Tree Preservation Order and trees in conservation areas
- Use of planning conditions

5.3 Local Planning Policy: Thurrock Local Development Framework (2015)

The “Core Strategy and Policies for Management of Development” was adopted by Council on the 28 February 2015. The following policies apply to the proposals:

OVERARCHING SUSTAINABLE DEVELOPMENT POLICY

- OSDP1 (Promotion of Sustainable Growth and Regeneration in Thurrock)

SPATIAL POLICIES

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

THEMATIC POLICIES

- CSTP1 (Strategic Housing Provision)
- CSTP2 (The Provision Of Affordable Housing)
- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)
- CSTP24 (Heritage Assets and the Historic Environment)

POLICIES FOR MANAGEMENT OF DEVELOPMENT

- PMD1 (Minimising Pollution and Impacts on Amenity)
- PMD2 (Design and Layout)
- PMD4 (Historic Environment)
- PMD6 (Development in the Green Belt)
- PMD7 (Biodiversity, Geological Conservation and Development)
- PMD8 (Parking Standards)
- PMD9 (Road Network Hierarchy)

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. In December 2018 the Council began consultation on an Issues and Options [Stage 2 Spatial Options and Sites] document, this consultation has now closed and the responses have been considered and reported to Council. On 23 October 2019 the Council agreed the publication of the Issues and Options 2 Report of Consultation on the Council’s website and agreed the approach to preparing a new Local Plan.

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

Background

In 2018 planning permission was sought for *Erection of a terrace of 4no. residential dwellings with associated hardstanding and landscaping following demolition of existing buildings*. The application was refused on the following three grounds:

1) Green Belt - The proposed development would, by reason of its siting and scale result in a greater impact on the openness of the Green Belt than the previously approved development, representing inappropriate development in the Green Belt which is by definition harmful. In addition the proposal results in a loss of openness due to the substantial increase in the extent of the built form on the site. There are no circumstances put forward by the applicant which would constitute very special circumstances to justify inappropriate development in the Green Belt.,

2) Character/ - The proposed development, would by reason of its siting, scale, density and extent of hardstanding result in an overly dominant, incongruous and urban form of development adversely impacting upon the street scene and character of the area

3) Impact to listed building - The development, would by reason of its siting and scale result in substantial harm to the setting of the adjacent Grade II* Listed Building, St Clere's Hall. The massing and position of the proposed terrace would dominate the local streetscene and crowd the listed building and block intermittent historic views across the site.

The applicant appealed the decision. In dismissing the appeal the Inspector noted:

Paragraph 10. The preliminary finding is that there is no existing enforceable requirement to remove the 2 buildings presently located within the red-line site area of the present appeal, and that they are available to be considered with regard to the paragraph 145g exception, rather than judging the proposal against the originally intended open space.

Paragraph 25. As a result, the setting of the former farmhouse should be regarded as extending north and south, but that over the appeal site or the land already developed is of low significance. The further development proposed in this appeal would not have an adverse effect on the setting of the listed building, and the shortcomings identified in the previous main issue in design and layout of the building

and its car parking would not affect the setting in any event. It is concluded that the requirements of statute as well as local and national policy on the preservation of heritage assets would be satisfied in this case.

The current application is within the same site area, but is a significantly different proposal with one building providing five flats with smaller footprint and bulk. Also, there is significantly less hardstanding proposed.

6.1 The assessment below covers the following areas:

- I. Principle of the development in the Green Belt
- II. Layout and design
- III. Impact on listed building
- IV. Impact on amenity
- V. Highways and parking
- VI. Landscape and ecology
- VII. RAMS mitigation

I. PRINCIPLE OF THE DEVELOPMENT IN THE GREEN BELT

6.2 Under this heading, it is necessary to refer to the following key question:

Whether the proposals constitute inappropriate development in the Green Belt

The site is identified on the Core Strategy Proposal's Map within the Green Belt where policies CSSP4 and PMD6 apply. Policy CSSP4 identifies that the Council will 'maintain the purpose function and open character of the Green Belt in Thurrock', and policy PMD6 states that the Council will 'maintain, protect and enhance the open character of the Green Belt in Thurrock'. These policies aim to prevent urban sprawl and maintain the essential characteristics of the openness and permanence of the Green Belt in accordance with the requirements of the NPPF.

6.3 Paragraph 133 within Chapter 9 of the NPPF states that the Government attaches great importance to Green Belts and that the "*fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belt are their openness and their permanence.*" Paragraph 145 states that a local planning authority should regard the construction of new buildings as inappropriate in Green Belt. The NPPF sets out a limited number of exceptions to this, this includes:

g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

– not have a greater impact on the openness of the Green Belt than the

existing development

- 6.4 The NPPF defines "Previously developed land" to be: *Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.*
- 6.5 The principle of the residential re-development of the wider site has already been established by the granting of full planning permission under applications 11/50268/TTGFUL and 16/00271/FUL. The principle of redeveloping the site was initially given by the Thurrock Thames Gateway Development Corporation. These developments relied on the redevelopment of a previously developed site where there would be no greater impact upon the openness of the Green Belt than the existing development. The effect of this for the purposes of the assessment of the previous applications was the demolition the pre-existing buildings on site with their replacement considered to be appropriate development in the Green Belt. Part of the reason for the refusal of application 18/00984/FUL was that it was considered the floor area and volume of these buildings had been 'spent' in the previously consented schemes.
- 6.6 Despite this, at the last appeal the Planning Inspector concluded in paragraph 10: *The preliminary finding is that there is no existing enforceable requirement to remove the 2 buildings presently located within the red-line site area of the present appeal, and that they are available to be considered with regard to the paragraph 145g exception, rather than judging the proposal against the originally intended open space.* Therefore, given the Planning Inspectorate's decision the current proposal should be considered on the basis of the existing situation when considering whether it constitutes an exception to inappropriate development within Green Belt.
- 6.7 Before considering the impact of the development it is first pertinent to consider the extent of the site which constitutes PDL. There has been an assessment of the existing buildings, which, based upon the appeal decision, are available to be considered as part of the Green Belt assessment. The proposal is to replace these two buildings with one building which would contain five apartments.
- 6.8 Having clarified that the relevant part of the site does constitute PDL consideration must then be given to whether the development would result in a greater impact upon

openness than the existing development on the site. The existing buildings on the site are located centrally within the site and the development would be partly within this footprint, although consolidated to the south west of the site. It is important at this point to consider the relative impact upon openness of these structures when compared with the redevelopment of the site for a building with five flats.

- 6.9 Footprint and volume comparisons are a starting point within the PDL exception test, however the character of the existing structures are also important. The existing buildings on site, which are applicable to use for PDL, are detailed below:

Existing building 1 - volume 477m³ / footprint 106m²

Existing building 2 - volume 636m³ / footprint 130m²

Total existing volume 1,113m³

Total existing footprint 236m²

The proposed building is detailed below:

New building – volume 1,130m³ / footprint 167m²

Difference of proposed volume +17m³

Difference of proposed footprint -69m²

Therefore, the redevelopment would lead to a decrease in footprint and a relatively minor increase in volume.

- 6.10 The proposed building would have a ridge height of 9.75m, the existing buildings have ridge heights of 6.3m and 6.5m. Nonetheless, the proposed building is a single structure which replaces two separate buildings. Additionally, with the proposed building whilst the ridge height is higher than the existing buildings, the ridge is steep with the eaves height a maximum of 4.7m which reduces massing and bulk in the roof. It is considered that the reduction in footprint and design of the building would reduce the visual extent of the built form on the site. Even with the increase of the ridge height of the building over the existing barns the overall extent of the massing of the proposal is less than the existing situation on site. Therefore, in terms of height and massing, the proposed buildings would have less of an impact on openness.
- 6.11 However, it is also important to consider the character of the buildings to be replaced and the relative impact upon openness. The redevelopment would replace predominantly commercial style buildings with a residential building. These existing buildings and structures are of substantial and permanent construction. As a result it is considered that the impact upon the Green Belt in terms of the character of these existing buildings is relatively similar to the proposed building.

- 6.12 The apartment building would lead to less built in terms of footprint. The landscaping will be conditioned to ensure a more attractive finish with additional planting which will enhance the area. Given the above, the redevelopment would reduce built form on the site in terms of footprint and number of buildings and it is not considered the proposal would result in a greater impact upon openness than the existing development on the site. Additionally, the specific location of the site, is within an area where there are other residential units. Therefore the first exception of paragraph 145 g) is met and the proposal would constitute appropriate development.
- 6.13 Given that the proposal is considered to be acceptable based upon the relative impact in relation to the existing structures on site it is considered appropriate to impose conditions on removal of existing structures.

II. LAYOUT AND DESIGN

- 6.14 The proposed building would be sited to the south west of the wider residential site and would create a functional corner to the overall mews development. The building when compared with the last refused application has been set back away from Stanford Road, so it would not be so visually dominant within the street scene. This is also the case when compared with the existing buildings on the site. Additionally, the roof of the proposed building is pitched away from Stanford Road, which again reduces the visual impact.
- 6.15 The design of the proposed building compliments the existing recent residential developments within the cul-de-sac. The design and features have been inspired by the present houses on the site, such as the steeply pitched roof, black windows and weatherboarding.
- 6.16 In addition to the above, the development would improve the landscape buffer, which separates the proposed building from the road. There is currently a large extent of hardstanding and the proposal would ensure that as well as the removal of the unsightly barns, the resultants shared amenity area of 849sq.m will lead to improvement of the aesthetics of the site.
- 6.17 Therefore it is considered, that the siting and scale of the proposed building are acceptable and would result in a complimentary building which would fit in with street scene and character of the area. The proposal would, therefore, comply with policies PMD2, CSTP22 and CSTP23 and the NPPF.

III. IMPACT ON LISTED BUILDING

- 6.18 The site is located adjacent to St Clere's Hall, a Grade II* listed former farmhouse. As a Grade II* listed building, St Clere's Hall is a heritage asset of significant value.

Therefore great weight should also be given to any harm identified as part of the assessment of the proposal. Any harm to, or loss of, the significance of a designated heritage asset, including from development within its setting, should require clear and convincing justification. Within the previous appeal decision the Planning Inspector evaluated that, in terms of setting, the application site is of low significance and that the previous proposed development would not have had an adverse effect on the setting of the listed building.

- 6.19 The Planning Inspector considered the previous application had limited impact on the listed building. As this proposal has a lesser effect there can be no objection on this matter. The Historic Buildings Advisor advises addition of conditions relating to materials and details be imposed, all well as details of all hard and soft landscaping and boundary treatments, to ensure a good quality of design he would not object to the proposal. Therefore, with the conditions suggested by the Historic Buildings Advisor, from a heritage perspective, the proposal would be acceptable in terms of policies CSTP24 and PMD4 and the NPPF.

IV. IMPACT ON AMENITY

- 6.20 The proposed building would be sited a significant distance from the nearest pre-existing dwellings located to the east of the site on Stanford Road. As a result it would not result in a significant loss of light, overbearing impact or loss of privacy to these neighbours.
- 6.21 Given the distance between the buildings and the impact upon a limited number of windows it is considered that this would not result in significant harm to present or future occupiers of the wider development. Any views from the current proposal would be towards the flank of existing properties to the south east and would not directly overlook habitable room windows or private amenity space.
- 6.22 With regards to the proposed parking and turning area this would result in some disturbance to the previously approved properties. However in the context of their siting within an estate where there are likely to be a number of vehicular movements and the close proximity to Stanford Road it is considered that this would not result in an unacceptable impact upon the amenity of future occupiers.
- 6.23 The proposed building would provide units of a sufficient size and with suitable light and outlook to provide an acceptable living environment for future occupiers. The proposed shared amenity area would exceed the recommended standards and would provide sufficient amenity space for future occupiers. As such it is considered that the proposal would provide a suitable living environment for future occupiers.

V. HIGHWAYS AND PARKING

- 6.24 The proposal would be accessed through the estate road associated with the previously approved applications on the site. The proposal is for five additional dwellings which is unlikely to result in a significant increase in vehicular movements. The proposal would provide one parking spaces per unit and a visitor space which is considered to be sufficient for properties of this size in this location and would comply with the requirements of policy PMD8. A cycle store is proposed to be provided on the site.
- 6.25 Refuse collection arrangements would be the same as the previously approved applications. There is a refuse/recycling area provided within the site. Therefore no concerns are raised with regards to refuse storage or collection.

VI. LANDSCAPE AND ECOLOGY

- 6.26 The proposal would incorporate sufficient space for boundary screening and would not adversely impact upon TPO trees on the adjacent site. The Council's Landscape and Ecology Advisor has raised no objection to the proposal subject a condition in relation to a detailed landscaping scheme with particular attention to screening along the boundary with Stanford Road. No concerns have been raised with regards to biodiversity and ecology.

VII. RAMS MITIGATION

- 6.27 The application site falls within the Zone of Influence (ZoI) within the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS), as relevant development. Without mitigation the proposed development is likely to have a significant effect on the Thames Estuary and Marshes Special Protection Area. It is therefore considered that a proportionate financial contribution in line with Essex Coast RAMS should be made to contribute towards the funding of mitigation measures detailed in the Essex Coast RAMS Strategy
- 6.28 The mitigation strategy involves a tariff for each residential unit which is £125.58 per unit to mitigate the in-combination effects of recreational disturbance on the Special Protection Area. Having considered the proposed avoidance and mitigation measures above, the Council takes the view that with adopted mitigation the project will not have an adverse effect on the integrity of the European sites included within the Essex Coast RAMS. A unilateral undertaking would be appropriate in order to secure the mitigation costs within the Essex Coast RAMs Zone of Influence.

7.0 CONCLUSIONS AND REASONS FOR APPROVAL

- 7.1 The proposed development is sited within the Green Belt and is considered to fall

within one of the exceptions to inappropriate development as set out in the NPPF Paragraph 145. The proposal is considered acceptable as it would represent an appropriate form of development which would not affect the openness of the Green Belt. The proposal would rationalise the built form on the site in one area and additional landscaping would improve the appearance of the site.

7.2 In relation to design, appearance, layout and scale the proposal would be acceptable and in terms of technical highways matters the level of activity would be acceptable. Other matters of detail are also considered to be appropriate, subject to conditions.

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:

RAMS mitigation contribution

and

ii) the following planning conditions:

TIME LIMIT

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

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

PLANS

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

Plan Number(s):		
Reference	Name	Received
3726_PL01a	Existing Site Plan	19 August 2020
3726_PL02a	Existing Outbuildings	21 July 2020
3726_PL03b	Proposed Floor Plans	19 August 2020
3726_PL04c	Proposed Elevations	19 August 2020

3726_PL05e	Proposed Site Plan	22 September 2020
3726_PL06	Volume Comparison	21 July 2020
3726_PL07b	Existing and Proposed Green Space Comparison	25 September 2020
3726_PL08a	Proposed Roof Plan	19 August 2020
3726_PL09a	Refuse Access	22 September 2020

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

DETAILS OF MATERIALS

3. Notwithstanding the information on the approved plans, no development shall commence above finished ground levels until written details or samples of all 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. The development shall be carried out using the materials and details as approved.

Reason: In the interests of visual amenity and to ensure that the proposed development is integrated with its surroundings in accordance with policy PMD2 of the adopted Thurrock Core Strategy and Policies for the Management of Development [2015].

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN [CEMP]

4. No demolition or construction works shall commence until a Construction Environmental Management Plan [CEMP] has been submitted to and approved in writing by the local planning authority in writing. The CEMP should contain or address the following matters:
- (a) Hours of use for the construction of the development
 - (b) Hours and duration of any piling operations,
 - (c) Wheel washing and sheeting of vehicles transporting loose aggregates or similar materials on or off site,
 - (d) Details of the method for the control of noise with reference to BS5228 together with a monitoring regime;
 - (e) Measures to reduce vibration and mitigate the impacts on sensitive receptors together with a monitoring regime ;
 - (f) Measures to reduce dust with air quality mitigation and monitoring,

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

Reason: In order to minimise any adverse impacts arising from the construction of the development in accordance with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015]

BOUNDARY TREATMENTS

5. Prior to the first use or operation of the development, details of the design, materials and colour of the fences and other boundary treatments shown on drawing no. 003 Proposed Site Layout Ground Floor shall be submitted to and approved in writing by the local planning authority. The fences and other boundary treatments as approved shall be completed prior to the first use or operation of the development and shall be retained and maintained as such thereafter.

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

SOFT AND HARD LANDSCAPING

6. No development shall take place until full details of both hard and soft landscape works to be carried out have been submitted to and approved in writing by the local planning authority. These details shall include the layout of the hard landscaped areas with the materials and finishes to be used and details of the soft landscape works including schedules of shrubs and trees to be planted, noting the species, stock size, proposed numbers/densities and details of the planting scheme's implementation, aftercare and maintenance programme. The hard landscape works shall be carried out as approved prior to first occupation of the development hereby approved unless otherwise first agreed in writing by the local planning authority. The soft landscape works shall be carried out as approved within the first available planting season (October to March inclusive) following the commencement of the development, unless otherwise first agreed in writing by the local planning authority. If within a period of five years from the date of the planting of any tree or plant, or any tree or plant planted in its replacement, is removed, uprooted, destroyed, dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or plant of the same species and size as that originally planted shall be planted in the same place, unless the local planning authority gives its written consent to any variation.

Reason: To secure appropriate landscaping of the site in the interests of visual amenity and the character of the area and to ensure that the proposed development in the Green Belt does not have a detrimental effect on the environment in accordance with policies CSTP18 and PMD2 and PMD6 of the adopted Thurrock

LDF Core Strategy and Policies for the Management of Development [2015].

PARKING PROVISION – AS SHOWN ON THE APPROVED PLANS

7. The development hereby permitted shall not be first occupied until such time as the vehicle parking areas shown on the approved plans, have been hard surfaced, sealed and marked out as shown on the approved plans. The vehicle parking areas shall be retained in this form at all times thereafter and maintained for their designated purpose.

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

REMOVAL OF EXISTING BUILDINGS

8. No works above ground level of the development hereby permitted shall be undertaken until the existing barns on the site, as show on plan numbers 3726_PL01a and 3726_PL02a have been demolished and the resulting material removed from the site.

Reason: The development has only been approved on the basis that the development hereby approved is a replacement of volume and mass of built form in the Green Belt in accordance with policy PMD6 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

REFUSE AND RECYCLING STORAGE – AS PER THE APPROVED PLANS

9. The refuse and recycling storage facilities as shown on drawing number 3726_PL05e shall be constructed and completed prior to the first occupation of the development and 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].

CYCLE PARKING – AS SHOWN ON THE APPROVED PLANS

10. The cycle parking facilities as shown on the approved plan(s) shall be provided prior to the first occupation of any of the residential units and retained for such purposes thereafter.

Reason: To reduce reliance on the use of private cars, in the interests of sustainability, highway safety and amenity in accordance with Policies PMD2 and PMD8 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

ELECTRIC VEHICLE CHARGING CAPABILITY

11. Prior to installation of any underground services, details of measures to ensure that the car parking spaces are capable of accommodating electric vehicle charging points shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed measures which shall be retained thereafter.

Reason: To reduce reliance on the use of petrol/diesel cars, in the interests of sustainability, highway safety and amenity in accordance with Policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Documents:

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

www.thurrock.gov.uk/planning

