

<b>Reference:</b> 20/01273/FUL	<b>Site:</b> Thames Park School Chadwell Road Grays Essex
<b>Ward:</b> Little Thurrock Rectory	<b>Proposal:</b> Development of a new 6 form entry (FE) secondary school with associated sports facilities, access, parking, drainage and landscaping.

<b>Plan Number(s):</b>		
Reference	Name	Received
FS0719-ALA-ZZ-XX-DR-L-1103 REV. P03	Fencing Arrangement 1 of 3	1st October 2020
FS0719-ALA-ZZ-XX-DR-L-1104 REV. P03	Fencing Arrangement 2 of 3	1st October 2020
FS0719-ALA-ZZ-XX-DR-L-1105 REV. P03	Fencing Arrangement 3 of 3	1st October 2020
FS0719-ALA-ZZ-XX-DR-L-1100 REV. P02	Existing Site Plan	1st October 2020
FS0719-ALA-ZZ-XX-DR-L-1101 REV. P03	Landscape General Arrangement	1st October 2020
FS0719-ALA-ZZ-XX-DR-L-1102 REV. P03	Illustrative Masterplan	1st October 2020
FS0719-ALA-ZZ-XX-DR-L-1116 REV. P03	Access and Circulation – Community Use	2nd October 2020
FS0719-ALA-ZZ-XX-DR-L-1109 REV. P03	Site Sections 1 of 2	2nd October 2020
FS0719-ALA-ZZ-XX-DR-L-1110 REV. P03	Site Sections 2 of 2	2nd October 2020
FS0719-ALA-ZZ-XX-DR-L-1114 REV. P03	Access and Circulation – Drop Off and Pick Up	2nd October 2020
FS0719-ALA-ZZ-XX-DR-L-1115 REV. P03	Access and Circulation- During School Hours	2nd October 2020
FS0719-ALA-ZZ-XX-DR-L-1117 REV. P03	Planting Plan 1 of 3	2nd October 2020
FS0719-ALA-ZZ-XX-DR-L-1118 REV. P03	Planting Plan 2 of 3	2nd October 2020
FS0719-ALA-ZZ-XX-DR-L-1119 REV. P03	Planting Plan 3 of 3	2nd October 2020

FS0719-ALA-ZZ-XX-DR-L-1133 REV. P02	Landscape Visualisations 1 of 2	2nd October 2020
FS0719-ALA-ZZ-XX-DR-L-1134 REV. P02	Landscape Visualisations 2 of 2	2nd October 2020
FS0719-STL-AA-00-DR-A-0103 REV. PL02	Teaching Block - Proposed Ground Floor Plan	2nd October 2020
FS0719-STL-AA-01-DR-A-0104 REV. PL02	Teaching Block - Proposed First Floor Plan	2nd October 2020
FS0719-STL-AA-02-DR-A-0105 REV. PL02	Teaching Block - Proposed Second Floor Plan	2nd October 2020
FS0719-STL-AA-R1-DR-A-0106 REV. PL02	Teaching Block – Proposed Roof Plan	2nd October 2020
FS0719-STL-AA-ZZ-DR-A-0202 REV. PL02	Teaching Block – Proposed Elevations North & East	2nd October 2020
FS0719-STL-AA-ZZ-DR-A-0203 REV. PL02	Teaching Block – Proposed Elevations South & West	2nd October 2020
FS0719-STL-AA-ZZ-DR-A-0301 REV. PL02	Teaching Block – Proposed Sections	2nd October 2020
FS0719-STL-AB-00-DR-A-0107 REV. PL02	Sports Block – Ground Floor Plan	2nd October 2020
FS0719-STL-AB-R3-DR-A-0108 REV. PL02	Sports Block – Proposed Roof Plan	2nd October 2020
FS0719-STL-AB-ZZ-DR-A-0204 REV. PL02	Sports Block – Proposed Elevations	2nd October 2020
FS0719-STL-AB-ZZ-DR-A-0303 REV. PL02	Sports Block – Proposed Sections	2nd October 2020
FS0719-STL-XX-ZZ-DR-A-0100 REV. PL02	Site Location Plan	2nd October 2020

The application is also accompanied by:

- Planning Statement, Thames Park Academy, Grays, reference 3711LO/R003, dated September 2020
- Green Belt Very Special Circumstances Assessment, ref 3711LO/R00, September 2020
- Design and Access Statement, September 2020
- Landscape and Visual Impact Assessment, prepared by Ares Landscape Architect Project Nr ALA612, Friday 18 September 2020
- Construction Management Plan, dated 21/01/2021, report no. FS0719-BNK-ZZ-XX-RP-W-3001, Version P03

- Noise Impact Assessment, Planning Report, prepared by Buro Happold, reference 0047512, DATED 28 August 2020
- Thames Park Secondary School, Grays Preliminary Land Contamination and Geotechnical Risk Assessment, On behalf of NPS SW on behalf of LocatE (ref 23-29-19-1-1071/DSR1), dated May 2019
- Schedule of Materials, FS0719-ALA-ZZ-XX-SP-L-1101, dated 27.08.2020
- Air Quality Assessment, prepared by Ensafe Group, dated 17/09/2020
- Preliminary Ecological Appraisal, prepared ECUS Environmental Consultants, dated September 2020, version 6.0
- Preliminary Ecological Appraisal - Draft, prepared ECUS Environmental Consultants, dated December 2018, reference HBS.\_151118\_Thames Park Secondary School, Grays, Essex
- Thames Park Academy: Invasive Plant Species Survey Report
- Bat Roost and Bat Activity Assessment, Thames Park Academy, project reference: SE1920-5131, Version V.01, dated 27<sup>th</sup> September 2019
- Travel Plan, prepared by Milestone Transport Planning, project no MTP REF: 20-101, dated September 2020, Revision A
- Transport Assessment, prepared by Milestone Transport Planning, project no MTP REF: 20-101, dated September 2020, Revision C
- Transport Assessment Addendum, by Milestone Transport Planning, project no MTP REF: 20-101, dated December 2020
- Transport Assessment Addendum II, by Milestone Transport Planning, project no MTP REF: 20-101, dated January 2021
- Interim on Supplemental Ground Investigation
- Archaeological Desk-Based Assessment, prepared by Ecus Ltd, dated September 2020, Version V2.0
- BS 5837:2012 Tree Survey, prepared by Ecus Ltd, dated June 2020, Version V1.0
- Flood Risk Assessment, prepared Ridge and Partners, ref 5009461, rev 1, 4<sup>th</sup> July 2019
- Ground Investigation Report, on behalf of Ridge and Partners LLP, report 01-12-102820/GIR1, March 2020

- Ground Investigation Report, on behalf NPS SW on behalf of LocatED, REPORT 23-24-19-1-1071/IR1, May 2019
- Deposit Model, prepared by Ecus Environmental Consultants, ref 15987, November 2020 version V1.0
- Drainage Strategy Report, prepared by Curtins, ref 075513, 11 September 2020
- Flood Risk Assessment Covering Letter, dated 11.09.2020
- Energy Statement, prepared by Couch Perry Wilkes, ref FS0719-CPW-ZZ-XX-RP-N-0008, 10/09/2020
- Daylight Analysis, 17 July 2020 10:30am, job no 276312-00
- Statement of Community Involvement, dated 11<sup>th</sup> September 2020
- Heritage Rebuttal Letter, dated 03 December 2020, by Ecus Environmental Consultants
- Response to Urban Design Comments letter, dated 11<sup>th</sup> January 2021

**Applicant:** Department for Education

**Validated:**

28 September 2020

**Date of expiry:**

16 April 2021 (Extension of time)

**Recommendation:** Approval, subject to s106 agreement and planning conditions and subject to the application not being called in by the Secretary of State

## 1.0 BRIEF SUMMARY

- 1.1 This application is submitted, on behalf of the Department for Education (DfE), to erect purpose built facilities for use by Thames Park Secondary School.
- 1.2 By way of background, the future growth of school places in the Borough is forecast by the Thurrock Pupil Place Plan 2019-2023 ('the PPP') and the application site is located within the Central Secondary School Area ('Central SSA').
- 1.3 The applicant indicates that the Published Admissions Number (PAN), as at 2019 for the Central SSA was 4,745 pupils and forecasts through to 2023 indicate an admissions number of 5,489, a growth of 744 pupils over 5 years. Furthermore, pupil admissions are likely to exceed the PAN and the number of pupil places available in the Central SSA.

- 1.4 In order to address the projected requirement for school places, the provision of two new Free School have been agreed with the Education Funding Agency; one being Thames Park School and the other being Orsett Heath School – both are identified in the Education Support Strategy 2019-2022 document. The former, Thames Park School, is the subject of this application and has been open since September 2020, operating from temporary accommodation in central Grays.
- 1.5 In summary, there is a pressing need to relocate existing teachers and pupils out of temporary accommodation into a purpose built and suitable teaching environment. The urgency for new for pupil places within the Central SSA is evident and Thames Park School has been developed as a direct response to this need.

## 2.0 DESCRIPTION OF PROPOSAL

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

Site Area	7.2 ha
Floorspace	7,414 sq.m
Building Height(s)	Teaching Block 12 metres / Sports Block 8 metres
Parking Spaces Provision	93 car parking Spaces / 60 cycle parking spaces
Open Space / Grass Areas	18,419 sq.m
Pupil / Staff numbers	900 pupils / 100 staff (FTE)

- 2.2 This application proposes a new, 6 form entry secondary school to provide 900 places to school years 7 – 11. The total figure of 900 students is based on 6 classes of 30 students for 5 age groups. A 6th form for year groups 12 – 13 is not proposed.
- 2.3 New buildings would comprise a single teaching block (c.6,300 sq.m floorspace), providing three floors of accommodation, which would be located on the northern part of the site closest to Chadwell Road. A second building comprising a sports block (c.1,100 sq.m floorspace) would be located behind the teaching block and adjacent to the boundary with USP College. A hardsurfaced car park would be located at the north-western corner of the site, immediately adjacent to and accessed from Chadwell Road. Two hardsurfaced multi-use games areas (MUGA) would be located adjacent to the teaching and sports blocks. A path would lead down the slope to access an all-weather pitch and natural surface sports field on the southern part of the site. The path would emerge onto Marshfoot Road. The southern-end of the site would be unused and outside the extent of the proposed works. Due to the significant fall in ground levels across the site, principally from north to south, extensive re-modelling of levels is proposed to enable development to occur.

### 3.0 SITE DESCRIPTION

- 3.1 The application site is south of Chadwell Road/Wood View (B149) and is bordered by the Dock Approach Road (A1089T) to the east and the Marshfoot Road interchange roundabout to the south. The application site wraps around USP College, formerly Palmers College, to the south and the east of the adjacent campus.
- 3.2 The application site is an open field of 7.2 ha in partly agricultural use (southern parcel) and partly unused (northern parcel). Ground levels are characterised by a significant slope from north to south with a drop of approximately 26 metres. The site forms a rough reverse L-shape, comprising to two main parcels of land, northern and southern, connected by a smaller strip of land to the south-east corner of USP College Campus.
- 3.3 Chadwell Place, a grade II listed building, is over 200 metres south-east of the site and the Council's Heritage Advisor advises that UPS College, immediately to the west, is a non-designated Heritage Asset.
- 3.4 The application site is within the Green Belt as defined by the Core Strategy (2015) proposals map. None of the site forms part of any designated site of nature conservation importance. The northern part of the site is within the low risk flood area (Zone 1), while the lowest southern portion of the site is within the highest flood risk area (Zone 3), which also encompasses a Public Right of Way path (no. 209).

### 4.0 RELEVANT HISTORY

Reference	Proposal	Decision
61/00114/OUT	Extraction of sand and gravel from field Nos. 2225 and 2229 comprising 10.82 acres.	Approved
20/01217/SCR	Town and Country Planning (Environmental Impact Assessment) Regulations 2017 - Request for a screening opinion for a new 6FE secondary school with associated sports facilities, access, parking, drainage and landscaping.	EIA Not Required

### 5.0 CONSULTATIONS AND REPRESENTATIONS

#### 5.1 PUBLICITY:

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

The application has been advertised as affecting the setting of a listed building (Chadwell Place), a departure from the Development Plan, affecting a public footpath (no. 209) and as a major development.

Seven comments have been received, which are summarised below;

#### Objections (3 no.)

- Access to the site;
- Additional traffic;
- Environmental pollution;
- Involves destroying farmers fields
- Concerns with parking from adjacent USP College;
- Litter and smells
- Possible excessive noise;
- Poor location
- Concerns with the location of the pupil / pedestrian access
- Main / pedestrian access to the site needs to be reconsidered as a main drop area for pupils. Old Dock Approach Road / Marshfoot Road should be considered;
- Traffic congestion would result from the scheme;
- Concerns with air quality resulting from additional traffic;
- Pedestrian gate along Marshfoot Road insufficient to manage the severe traffic that would result next to Palmers;
- Concerns with the impacts of construction;
- Concerns the location on a steep hill and earthworks required; and
- This application, in addition to other recent planning approvals in immediate locality will only add to the environmental degradation for local residents.

#### Comments for Support (4 no.)

- Creating jobs;
- New landscaping;
- Much needed amenity;
- Tidying waste ground;
- Much needed facility in area;
- Looking forward to the submission coming forward to provide education for Thurrock children;
- Critical to have safe and sufficient parking with electric charging facilities;
- Important for all including the MUGA to be flood lit to maximise use and income;
- Indoor sports facilities should be of sufficient height (for badminton) and have sprung wood flooring/rubber alternative rather than solid flooring;
- Help support economic development of the surrounding area;

- Raise educational standards and achievements in the area;
- Add value to the surrounding area; and
- Supports the needs of local children.

## 5.2 CONSULTATION RESPONSES:

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)

## 5.3 ANGLIAN WATER;

No objection: Informatives and planning conditions suggested.

## 5.4 ESSEX COUNTY COUNCIL (ARCHAEOLOGY):

No objection, subject to two pre-commencement conditions.

## 5.5 CADENT GAS:

Suggested informative regarding nearby assets.

## 5.6 THURROCK COUNCIL - EDUCATION

Support the application.

## 5.7 THURROCK COUNCIL - EMERGENCY PLANNING:

No comments received.

## 5.8 THURROCK COUNCIL - ENVIRONMENTAL HEALTH OFFICER:

No objections. No air quality issues raised. Construction Management Plan considered appropriate. No remediation required before construction begins. Suggestions made for the handling on-site asbestos. Should contamination emerge during construction, an appropriate method of its assessment should be submitted. If piled foundations are proposed, the Environment Agency should be consulted.

## 5.9 ENVIRONMENT AGENCY:

Suggest that conditions are attached to any grant of planning permission addressing ground conditions and surface water.



**5.10 FLOOD RISK MANAGER:**

No objection, subject to conditions addressing surface water drainage.

**5.11 HERITAGE ADVISOR:**

The proposals will result in an adverse impact to a non-designated heritage asset – USP College.

**5.12 THURROCK COUNCIL – HIGHWAYS / TRAVEL PLAN:**

No objection subject to planning obligations and conditions.

**5.13 THURROCK COUNCIL – PUBLIC HEALTH:**

Comments and observations raised in relation to Highways and access; Air Quality Assessment; Classroom air quality; Exterior environment; Security and Sustainable Design

**5.14 SPORT ENGLAND:**

No objection, subject to conditions.

**5.15 THURROCK COUNCIL - URBAN DESIGN:**

Objection raised, comments on improvements to scheme are made.

**5.16 ESSEX POLICE:**

Offer recommendations regarding fencing, lighting and Secured by Design.

**5.17 HIGHWAYS ENGLAND:**

No objection subject to conditions.

**6.0 POLICY CONTEXT****6.1 National Planning Policy Framework (NPPF)**

The revised NPPF was published on 19th 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;
- 8. Promoting healthy and safe communities;
- 9. Promoting sustainable transport;
- 12. Achieving well-designed places;
- 13. Protecting Green Belt land;
- 14. Meeting the challenge of climate change, flooding and coastal change; and
- 16. Conserving and enhancing the historic environment

### Planning Policy Guidance

6.2 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. 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:

- Climate change;
- Design: process and tools;
- Determining a planning application;
- Flood Risk and Coastal Change;
- Green Belt;
- Healthy and safe communities;
- Land affected by contamination;
- 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; and
- Use of Planning Conditions

The policy statement 'Planning for schools development' (2011) is also relevant.

### Local Planning Policy Thurrock Local Development Framework (2015)

6.3 The statutory development plan for Thurrock is the 'Core Strategy and Policies for Management of Development (as amended)' which was adopted in 2015. The

following adopted Core Strategy policies would apply to any future planning application:

Spatial Policies:

- CSSP3 (Sustainable Infrastructure)
- CSSP4 (Sustainable Green Belt)
- CSSP5 (Sustainable Greengrid)

Thematic Policies:

- CSTP9 (Well-being: Leisure and Sports)
- CSTP10 (Community Facilities)
- CSTP12 (Education and Learning)
- CSTP14 (Transport in the Thurrock Urban Area: Purfleet to Tilbury)
- CSTP19 (Biodiversity)
- CSTP21 (Productive Land)
- CSTP22 (Thurrock Design)
- CSTP24 (Heritage Assets and the Historic Environment)
- 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)
- PMD4 (Historic Environment)
- PMD6 (Development in the Green Belt)
- PMD7 (Biodiversity, Geological Conservation and Development)
- PMD8 (Parking Standards)
- PMD9 (Road Network Hierarchy)
- PMD10 (Transport Assessments and Travel Plans)
- PMD12 (Sustainable Buildings)
- PMD13 (Decentralised, Renewable and Low Carbon Energy Generation)
- PMD14 (Carbon Neutral Development)
- PMD15 (Flood Risk Assessment)
- PMD16 (Developer Contributions)

### Thurrock Local Plan

- 6.4 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 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.

### Thurrock Design Strategy

- 6.5 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.

## **7.0 ASSESSMENT**

### Procedure:

- 7.1 With reference to procedure, this application has been advertised (inter-alia) as being a departure from the Development Plan. Should the Planning Committee resolve to grant planning permission, the application will first need to be referred to the Secretary of State under the terms of the Town and Country Planning (Consultation) (England) Direction 2009. The reason for the referral as a departure relates to the provision of a building where the floorspace to be created exceeds 1,000 sq.m and the scale and nature of the development would have a significant impact on the openness of the GB and therefore the application will need to be referred under paragraph 4 of the Direction (i.e. Green Belt development). The Direction allows the Secretary of State a period of 21 days within which to 'call-in' the application for determination via a public inquiry. In reaching a decision as to whether to call-in an application, the Secretary of State will be guided by the published policy for calling-in planning applications and relevant planning policies.
- 7.2 The assessment below covers the following areas:
- I. Principle of the Development – including Green Belt considerations
  - II. Design, Layout and Impact upon the Surrounding Area
  - III. Traffic Impact, Access & Car Parking

- IV. Landscape & Ecology
- V. Impact to Amenity
- VI. Sports Facilities
- VII. Flood Risk & Drainage
- VIII. Ground Conditions & Contamination
- IX. Other Matters

## I. PRINCIPLE OF THE DEVELOPMENT – INCLUDING GREEN BELT CONSIDERATIONS

- 7.3 Core Strategy policy CSSP3 (Sustainable Infrastructure) identifies a list of Key Strategic Infrastructure Projects which are essential to the delivery of the Core Strategy, including (under the heading of “Secondary Education”) *“new build, refurbishment and expansion of existing mainstream secondary schools”*. This policy therefore identifies the general need for new build secondary schools as items of key infrastructure.
- 7.4 Core Strategy policy CSTP12 (Education and Learning) sets out a general approach which includes:
- I. the Council’s objective and priority to maximise the benefit of investment in buildings, grounds and ICT, to achieve educational transformation;
  - II. the provision of pre-school, primary school, high school, further education and special education facilities meets current and future needs.
- 7.5 Under the heading of ‘Secondary Education’ CSTP12 goes on to state that *“To meet the educational, training and community needs of young people and their families for the period of this plan, the Council is committed to replace and improve mainstream secondary school provision and will work with partners to identify and/or confirm sites of an appropriate size and location for schools”*.
- 7.6 Therefore, in general terms Core Strategy policies support the provision of education facilities, including new build schools. Paragraph 94 of the NPPF is also relevant and states that:
- ‘It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:*
- *give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and*

- *work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted’.*

7.7 Although not a part of either the NPPF or PPG, the national policy paper “Planning for Schools Development” (2011) is relevant to this application. This paper sets out a commitment to support the development and delivery of state-funded schools through the planning system. Furthermore the policy paper refers to the Government’s belief that the planning system should operate in a “positive manner” when dealing with proposals for the creation, expansion and alteration of state-funded schools. Finally, the policy paper sets out the following principles:

- there should be a presumption in favour of the development of state-funded schools, as expressed in the National Planning Policy Framework;
- local authorities should give full and thorough consideration to the importance of enabling the development of state-funded schools in their planning decisions;
- local authorities should make full use of their planning powers to support state-funded schools applications;
- local authorities should only impose conditions that clearly and demonstrably meet the tests set out in Circular 11/95;
- local authorities should ensure that the process for submitting and determining state-funded schools’ applications is as streamlined as possible;
- a refusal of any application for a state-funded school, or the imposition of conditions, will have to be clearly justified by the local planning authority;
- appeals against any refusals of planning permission for state-funded schools should be treated as a priority; and
- where a local planning authority refuses planning permission for a state-funded school, the Secretary of State will consider carefully whether to recover for his own determination appeals against the refusal of planning permission.

7.8 The key issues to consider when assessing the principle of development on this site is the impact upon the Green Belt, the need for education provision within the Borough and the loss of agricultural land.

7.9 The site at present forms an area of open agricultural land and unused open land which wraps around the east and southern boundaries of USP College. The site is bounded by trees and shrubs and is entirely enclosed to all other boundaries by the local and strategic road network. The site is identified on the LDF Core Strategy Proposals Map as within the Green Belt where policies CSSP4 (Sustainable Green Belt), PMD6 (Development in the Green Belt) apply, but also where policy CSTP21 (Productive Land) is also relevant.

7.10 Concerning agricultural land, CSTP21 seeks to preserve the best and most versatile agricultural land (under DEFRA grades 1, 2 and 3) and this policy states the Council

will not support development of such land. According to DEFRA maps, which are not of great quality due to the selected scale, the north parcel of the site appears to be classified as 'land predominantly in urban use' and the southern parcel would be graded as grade 3, being classed as 'good to moderate'. Having noted this point, the applicant states for the following reasons, the application site inappropriate for agricultural land given that;

- the small size of the site;
- the location adjacent to existing educational uses;
- the intensive highways network which is separated from larger agricultural parcels;
- the southern parcel primarily within flood zone 3.

7.11 The LPA appreciates the applicant's reasons and it is not considered that the loss of agricultural land could be justified as a reason for refusal.

7.12 With regard to the Green Belt, Policy CSSP4 (Sustainable Green Belt) identifies that the Council will '*maintain the purpose function and open character of the Green Belt in Thurrock*', and Policy PMD6 (Development in the Green Belt) states that the Council will '*maintain, protect and enhance the open character of the Green Belt in Thurrock*'. The proposal is not identified in any of the sections of policy CSSP4 (Sustainable Green Belt) and would not fall within any of the categories for appropriate development within policy PMD6 (Development in the Green Belt). These policies aim to prevent urban sprawl and maintain the essential characteristics of the openness and permanence of the Green Belt.

7.13 In assessing the impact upon the Green Belt with regard to the Core Strategy and NPPF policies, consideration needs to be given to the following key questions:

1. Whether the proposals constitute inappropriate development in the Green Belt;
2. The effect of the proposals on the open nature of the Green Belt and the purposes of including land within it; and
3. Whether the harm to the Green Belt is clearly outweighed by other considerations so as to amount to the very special circumstances necessary to justify inappropriate development.

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

7.14 Paragraph 143 of the NPPF makes it clear that '*inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances*'. Paragraph 145 goes on to state that:

*'A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:*

- (a) *buildings for agriculture and forestry;*
- (b) *the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;*
- (c) *the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;*
- (d) *the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;*
- (e) *limited infilling in villages;*
- (f) *limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and*
- (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; or*
  - *not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority’.*

7.15 The Planning Statement supplied with the planning application maintains that the use of land for outdoor recreation or outdoor sports purposes is deemed an exception to inappropriate development in the Green Belt. However, the wording of the paragraph 145(b) stipulates that *‘the provision of appropriate facilities (in connection with the existing use of land or change of use) for outdoor sport, outdoor recreation....as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it..’.*

7.16 The proposed development involves a teaching block, sports hall and large areas of hardstanding to support the outdoor sports facilities and provide car parking and circulation routes. A number outdoor sports facilities would be provided, including a single court Multi-Use Games Area (MUGA), a double court MUGA, an Artificial Grass Pitch (AGP) and two natural turf fields. However, these are integral the proposed use as a school. That is, the educational use (a 6no. form entry secondary school) generates the need for accompanying sports facilities. A new school building totalling c. 6,300 sq.m. floorspace clearly does not fall within any of the exceptions above and is inappropriate development. Notwithstanding the NPPF outdoor provisions the outdoor facilities forming part of the current application, although occupying a large proportion of the site, do not, in themselves, preserve the openness character of the Green Belt by virtue of the hardstanding and fencing proposed



around the perimeter of the site and around the individual MUGA courts and AGP.

- 7.17 As the site is an open field, the site is not considered to fall within the NPPF's definition of Previously Developed Land and does not fall within any of the exceptions for the construction of new buildings as set out in Paragraph 145 of the NPPF and within policy PMD6.
- 7.18 Therefore the proposals would constitute inappropriate development, which is by definition harmful to openness.

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

- 7.19 The analysis in the paragraphs above concludes that the proposal constitutes inappropriate development which is, by definition, harmful to the GB (NPPF para. 143). However, it is also necessary to consider whether there is any other harm (NPPF para. 144).
- 7.20 As noted above paragraph 133 of the NPPF states that the fundamental aim of GB policy is to prevent urban sprawl by keeping land permanently open: the essential characteristics of GBs being described as their openness and their permanence. The proposals would comprise a substantial amount of new built development and sporting facilities across the site, which is currently open.
- 7.21 Advice published in NPPG (Jul 2019) addresses the role of the GB in the planning system and, with reference to openness, cites the following matters to be taken into account when assessing impact:
- openness is capable of having both spatial and visual aspects;
  - the duration of the development, and its remediability; and
  - the degree of activity likely to be generated, such as traffic generation
- 7.22 In terms of NPPG guidance, it is considered that the proposed development would have a detrimental impact on both the spatial and visual aspects of openness, i.e. an impact as a result of the footprint of development and building volumes. With regard to the visual impact on the GB assessment of openness, the quantum of development proposed would undoubtedly harm the visual character of the site. In light of the above, given that the site is on an exposed and elevated position, bordered by 3 busy routes and visible from nearby public highways and public rights of way, the development of the site as proposed would clearly harm the visual component of openness. The applicant has not sought a temporary planning permission and it must

be assumed that the design-life of the development would be a number of decades. The intended permanency of the development would therefore impact upon openness. Finally the development would generate traffic movements associated with a school development and considered this activity would also impact negatively on the openness of the GB. Therefore, it is considered that the amount and scale of the development proposed would significantly reduce the openness of the site. As a consequence the loss of openness, which is contrary to the NPPF, should be accorded substantial weight in the consideration of this application.

7.23 In terms of the NPPF, paragraph 134 sets out the five purposes which the Green Belt serves. The Planning Statement references the Landscape Visual Impact Assessment (LVIA) and Thurrock Council's Strategic Green Belt Assessment (2019) to demonstrate limited harm to the openness character of the Green Belt. These will be addressed in the 'Very Special Circumstances' section below.

7.24 In terms of whether the planning application would cause harm to the five purposes of the Green Belt, these are considered below;

a. to check the unrestricted sprawl of large built-up areas;

The NPPF does not provide a definition of the term 'large built-up areas' but the site does fall close to the edge of the built up area around Grays which represents the largest built-up area within the Borough. The proposal would extend further into the Green Belt than the existing built up area. However, the site is somewhat separated from the built-up area by the local road network and nearby areas of open land. As a result of these circumstances it is considered it would have limited impact in terms of the unrestricted sprawl of this built up area into the Green Belt.

b. to prevent neighbouring towns from merging into one another;

The site is located between Little Thurrock and Chadwell St Mary, however as noted above, the site is somewhat disconnected from both these towns. Therefore whilst the proposal would increase the built form in the area between these urban areas it is considered that the proposal would not result in towns merging into one another to any significant degree.

c. to assist in safeguarding the countryside from encroachment;

The site currently comprises an open agricultural site, but as it has been noted that the site is largely enclosed by the existing road network which does somewhat limit its contribution to the wider countryside setting. However, current views across the site do contribute towards the countryside setting and mark the beginning of relatively

open countryside beyond the urban area linking to open land on the eastern side of the A1089(T). The detailed plans show that a significant built form will be introduced on the most prominent part of the site. The introduction of a significant level of built form within this area would result in encroachment into the countryside. As a result the proposal would conflict with this purpose of including land within the Green Belt.

d. to preserve the setting and special character of historic towns;

As there are no historic town in the immediate vicinity of the site, the proposals do not conflict with this defined purpose of the Green Belt.

e. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

7.25 The site is located outside the urban area and therefore the granting of permission outside of this area would not encourage urban regeneration. Therefore the proposal would conflict with this purpose of including land within the Green Belt, albeit the Applicant's sequential test to site selection is considered below.

7.26 Based upon the above tests from paragraph 134 of the NPPF the proposal would be contrary to purposes c and e. Therefore the proposal would result in harm to some of the purposes of including land in the GB, and harm to the openness of the Green Belt in addition to the definitional harm by reason of its inappropriateness. Reference to "any other harm" (NPPF para. 144), that is non-GB harm, is referred to in the paragraphs below.

3. Whether the harm to the Green Belt is clearly outweighed by other considerations so as to amount to the very special circumstances necessary to justify inappropriate development.

7.27 Paragraph 143 makes it clear that 'inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in *'Very Special Circumstances'*. Paragraph 144 of the NPPF then states *'when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations'*.

7.28 Neither the NPPF nor the Core Strategy provide guidance as to what can comprise 'Very Special Circumstances', either singly or in combination. However, some interpretation of very special circumstances has been provided by the Courts. The rarity or uniqueness of a factor may make it very special, but it has also been held that the aggregation of commonplace factors could combine to create very special circumstances (i.e. 'very special' is not necessarily to be interpreted as the converse

of 'commonplace'). The demonstration of very special circumstances is a 'high' test and the circumstances which are relied upon must be genuinely 'very special'. In considering whether 'very special circumstances' exist, factors put forward by an applicant which are generic or capable of being easily replicated on other sites, could be used on different sites leading to a decrease in the openness of the Green Belt. The provisions of very special circumstances which are specific and not easily replicable may help to reduce the risk of such a precedent being created. Mitigation measures designed to reduce the impact of a proposal are generally not capable of being 'Very Special Circumstances'. Ultimately, whether any particular combination of factors amounts to very special circumstances will be a matter of planning judgment for the decision-taker.

7.29 The Planning Statement submitted to accompany the application sets out the applicant's case for VSC under the following main headings:

- a) Imminent and projected needs for the school
- b) Sequential testing for the sites

7.30 Also, while not submitted as a formal case for VSC, the applicant references the following factors within the Planning Statement as relevant justifications to be considered;

- c) Local and national Policy Support
- d) Strategic GB Assessment

7.31 The detail of the applicant's case under these headings and consideration of the matters raised is provided in the paragraphs below.

#### Imminent need and projected needs for the school

##### Consideration

7.32 The Planning Statement outlines that the application site is within the Central Secondary School Area (Central SSA), where there is a projected growth of 744 pupils over 5 years from 2109. This application, submitted on behalf of the Department for Education is a direct response to the specific need for school places within the Central SSA.

7.33 This specific need is two-fold; firstly because Thames Park School has been open since September 2020 where staff and students are currently operating from temporary accommodation. Secondly, there is also a short/medium need as the

projected growth of pupils within the Central SSA is likely to incrementally exceed the Published Admissions Number and the proposal seeks to address these specific needs.

- 7.34 Therefore, since Thames Park School has an immediate and projected need for permanent long term and purpose built accommodation, paired with the projected published admissions numbers over the next 5 years within the Central SSA, it is understood and acknowledged that there is a need for pupil places within this area of Grays. There is sufficient compelling evidence to demonstrate there is a quantitative need for pupil places in the area. National planning policies also provide clear and strong encouragement to new school provision and set out a “*presumption in favour of the development of state-funded schools*”. Significant weight is afforded to this factor in the balance of GB considerations.

#### Sequential testing for the site

- 7.35 The applicant has submitted a ‘Green Belt: Very Special Circumstances Assessment’ which essentially seeks to address the need for the pupil places within the area and demonstrates the applicant’s sequential approach to determine the application site is the most appropriate. A total of 27 sites were identified, in and around the Borough, some of which are existing school sites, other Green Belt sites, other agricultural sites which are not within the Green Belt and other sites that have a number of constraints.
- 7.36 The applicant concludes that *‘the site is suitable for development, and it represents an excellent location in terms of proximity to the anticipated student base and accessibility...we have demonstrated that there are no other sequentially preferable sites within the area which could reasonably accommodate the proposed development, and thus the identified application is the only suitable site for the proposed development which will deliver the identified need for secondary school places’*.

#### Consideration

- 7.37 The sequential assessment and methodology adopted by the applicant have been deemed sufficiently robust in pre-application discussions and adequately demonstrate the site is available and sequentially preferable. In conjunction with the needs analysis discussed in part (a) above, this factor is also afforded significant weight.

#### Local / national Policy support for school developments

- 7.38 Under the heading of Promoting Healthy and Safe Communities, paragraph 94(a) of the NPPF states:

*'It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications'*

- 7.39 As noted above, CSTP12 (Education and Learning) is the relevant policy and it has already been established that the principle of a new build schools is acceptable. The Council is committed to replace and improve mainstream secondary school provision and work with partners to identify appropriate locations within the Borough. After sequential testing of sites, the applicant's findings suggest the application site is the most appropriate site, being located directly adjacent to USP College (formerly Palmers College).
- 7.40 Nevertheless, the Government's policy statement from 2011 'Planning for schools development: statement' although not forming part of the NPPF or NPPG, is also relevant to this proposal. This statement includes the following principles for the planning system:
- there should be a presumption in favour of the development of state-funded schools, as expressed in the National Planning Policy Framework;
  - local authorities should give full and thorough consideration to the importance of enabling the development of state-funded schools in their planning decisions;
  - local authorities should make full use of their planning powers to support state-funded schools applications;
  - local authorities should only impose conditions that clearly and demonstrably meet the tests set out in Circular 11/95; and
  - a refusal of any application for state-funded school, or the imposition of conditions, will have to be clearly justified by the local planning authority.
- 7.41 As the site is located in the Green Belt it is not considered that the positive approach encouraged by national policy (above) would necessarily supersede the protection afforded to the Green Belt elsewhere within national planning policies. Therefore, it is still necessary to consider both the harm and benefits of the proposal and undertake a balancing exercise. Nevertheless, it is considered that local and national planning policies supporting the delivery of additional facilities for this new school can be afforded positive weight in the balance of Green Belt considerations.

### Strategic Green Belt Assessment (2019)

- 7.42 The applicant references 'The Thurrock Strategic GB Assessment Stages 1a and 1b (January 2019) within the Planning Statement. The Thurrock Strategic GB Assessment Stages 1a and 1b was produced by the Council in January 2019 and forms part of the suite of documents supporting the new Local Plan. This document identifies strategic parcels of land within the GB in terms of their 'contribution' to three of the five GB purposes. The site is identified as forming part of strategic parcel no. 31 and paragraph 6.1.13 (conclusions) includes this parcel in a recommendation for more detailed scrutiny and assessment.
- 7.43 Furthermore, the Thurrock Local Plan Issues & Options (Stage 2) consultation also refers to the Thurrock GB Assessment Stages 1a and 1b as a technical document that "*...does not specifically identify any sites or broad areas of GB for development as any decision on the need to amend the boundary of the GB in Thurrock must be taken as part of the wider plan-making and evidence development process...*". Consequently, the conclusions of the GB Assessment have only very limited weight in the consideration of this case.

### Other Harm

- 7.44 The application site is an open field within the Metropolitan Green Belt which generally slopes from north to south with an approximate 26 metre drop, but with undulating levels throughout the site. The lower land of the site to the rear (south) is within Flood Risk Zone 3, while the northern and mid-section of the site wraps around the eastern and southern boundaries of the adjacent USP College. The application site appears as a reverse L-shaped site and is constrained by the shape and the levels of the land in terms of the layout and how the built form is arranged around the site.
- 7.45 In terms of layout, the built form would be concentrated towards the northern boundary with the northern-western corner allocated as a car park for 90 vehicles, with a new access road directly from Chadwell Road. The primary building (the teaching block), will front the application site and be located relatively close to the shared boundary with USP College. Directly south of the teaching block, would be the sports block and, in total, there would be two buildings contained within the application site.
- 7.46 South of the teaching block, is a proposed two court multi-use games area (MUGA) and a single court MUGA south of the sports block. A footpath would lead from the teaching block to the Marshfoot Road access south of the site. The southern parcel of the site, contains the natural turf fields and an artificial grass pitch. 2.4 metre high weldmesh fencing is proposed around the entire site along with 3 metre weldmesh

fencing around MUGA courts and the all-weather sport pitch, but with no fencing proposed for the natural turf pitches.

#### Non-Designated Heritage Assets

- 7.47 The Council's heritage advisor has been consulted on this application due to the presence of the Grade II listed Chadwell Place south-east of the site and, in turn, commented that the USP College, formerly Palmers College, is considered a Non-Designated Heritage Asset, although the applicant disputes that USP College should be afforded such status. Nonetheless, the applicant accepts the interwar Neo-Georgian school building holds some degree of architectural and historical interest but at a local level. For information, the college is mentioned in 'The Buildings of England – Essex' which forms part of the Pevsner Architectural Guides. Within this publication the College is described as:

*“1931 by J. Stuart, County Architect, at his most monumental Neo-Georgian. Main block with hipped roof, five tall round-headed windows separated by Giant Ionic pilasters and three-bay pediment”.*

- 7.48 PPG provides the following guidance on designation of non-heritage assets;

*‘There are a number of processes through which non-designated heritage assets may be identified, including the local and neighbourhood plan-making processes and conservation area appraisals and reviews. Irrespective of how they are identified, it is important that the decisions to identify them as non-designated heritage assets are based on sound evidence... In some cases, local planning authorities may also identify non-designated heritage assets as part of the decision-making process on planning applications, for example, following archaeological investigations.’*

- 7.49 Paragraph 197 of the NPPF states the following;

*‘The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset’.*

- 7.50 Policy CSTP24 of the Core Strategy states; *‘The Council will preserve or enhance the historic environment by (v) retaining non-designated heritage assets which are considered locally important as well as those with statutory protection’*

- 7.51 Policy PMD4 states; *‘The Council will follow the approach set out in the NPPF in the determination of applications affecting Thurrock’s built or archaeological heritage assets’*



- 7.52 The Council’s heritage advisor’s initial comments were explicitly concerned with the siting of the school buildings and the adverse impact/views of the non-designated heritage asset. Officers take the view that since the buildings proposed would have a significant massing, with the teaching block being three storeys and c.12 metres in height and the sports hall being approximately 8 metres in height and concentrated along the eastern boundary of USP College and being located close to the Chadwell Road frontage, there would be harm to the setting of USP College.
- 7.53 The applicant acknowledges the nature of the proposal would result in change within the wider landscape but considers that the ability to appreciate or experience the heritage significance of Palmers College is best afforded from the immediate surroundings and from the road north. However, having viewed the site it is the view of officers that views of the heritage asset are also available from the east.
- 7.54 It is considered that the proposal would result in harm to the setting of a Non-Designated Heritage Asset. This harm needs to be considered in the context of paragraph 197 of the NPPF and “any other harm” in addition to Green Belt harm (paragraph 144). Notwithstanding this, the Green Belt assessment (above) has identified that the applicant has advanced factors to be considered as very special circumstances and, for these reasons, it is considered that these outweigh the harm to the Non-Designated Heritage Asset.

Green Belt Conclusions

- 7.55 It is clear that the proposals comprise inappropriate development. Consequently, the development would be harmful in principle and reduce the openness of the Green Belt. Furthermore it is considered that the proposals would harm the openness of the GB in terms of both the spatial and visual aspects of openness and would cause some harm to the role which the site plays in fulfilling the purposes for including land within the Green Belt. In accordance with policy, substantial weight should be attached to this harm. With reference to the applicant’s case for very special circumstances, an assessment of the factors promoted is provided in the analysis above.

However, for convenience, a summary of the weight which should be placed on various Green Belt considerations is provided in the table below;

<b>Simplified Summary of Green Harm and applicant’s case for Very Special Circumstances</b>			
<u>Harm</u>	<u>Weight</u>	<u>Factors Promoted as Very Special Circumstances</u>	<u>Weight</u>

Inappropriate development	Substantial	Imminent and projected needs for the school	Significant
Reduction in the openness of the Green Belt		Sequential Testing for Sites	Significant
Conflict (to varying degrees) with a number of the purposes of including land in the Green Belt		Local / National policy support for educational facilities	Moderate
Strategic Green Belt Assessment		Strategic Green Belt Assessment (2019)	Very Limited Weight

7.56 Within the table above, the factors promoted by the applicant can be assessed as attracting varying degrees of ‘positive’ weight in the balanced of considerations. As ever, in reaching a conclusion on the Green Belt issues, a judgement as to balance between the harm and whether the harm is clearly outweighed must be reached. In this case there is harm to the Green Belt with reference to inappropriate development, loss of openness and conflict with a number of Green Belt purposes. Consideration should also be given to the other harm arising from the proposal (also above) when undertaking the GB balancing exercise. A number of factors have been promoted by the applicant as comprising the ‘very special circumstances’ required to justify inappropriate development and it is for the Committee to judge:

- i. The weight to be attributed to these factors;
- ii. Whether the factors are genuinely ‘very special’ (i.e. site specific) or whether the accumulation of generic factors combine at this location to comprise ‘very special circumstances’.

7.57 Taking into account all Green Belt considerations, Officers are of the opinion that in this case the identified harm to the Green Belt is clearly outweighed by the accumulation of factors described above, so to amount to very special circumstances justifying inappropriate development.

## II. DESIGN, LAYOUT AND IMPACT UPON THE SURROUNDING AREA

7.58 Paragraph 131 of the NPPF states;

*‘In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the*

*standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings'*

It is notable that proposed amendments to the NPPF seek to improve the design of new development, in response to the findings of the 'Building Better, Building Beautiful Commission'.

- 7.59 PMD2 of the Core Strategy states; *'The Council requires all design proposals to respond to the sensitivity of the site and its surroundings, to optimize the potential of the site to accommodate development, to fully investigate the magnitude of change that would result from the proposals, and mitigate against negative impacts'*.
- 7.60 Prior to the submission of the planning application, the applicant sought pre-application advice which was put before the Thurrock Design Review Panel. The panel considered the scheme could be improved, amongst other ways, with regards to internal and external layout, relationship with nearby buildings and by considering the overall sense of place at the site.
- 7.61 It is noted that the overall layout of the proposal is similar to the pre-application scheme and the comments above from the Design Panel are still relevant to a degree. The Council's Urban Designer has been consulted on the application and fundamentally echoes the comments of the Design Panel and consequently raises an objection, as it is considered the key concerns with the scheme have not been addressed.
- 7.62 The primary concerns relate to the site location being unsustainable, the urban designer considers the school should, be more centrally located within the town. However, the applicant has provided a detailed sequential testing of sites document and, as previously outlined above, this has been deemed robust, with an appropriate methodology.
- 7.63 The Council's Urban Designer acknowledges the need for school places and budget constraints of the applicant, but is concerned with the quality of the learning/social environments of the school and the implications for its pupil's and community users.
- 7.64 The external appearance of the school buildings would be a flat roof design with a simple grey render to support the upper floors of the teaching block and sports hall with two-tone dark grey and light grey finishes on the upper floors of the teaching block with brick cladding on ground levels. The sports building would have light grey cladding on the upper portion of the building with dark grey on the lower portion, but both buildings are characterised by standardised square fenestration on the ground and upper levels. It is considered that the external appearance of the proposed buildings would not create a unique character for the school in this location.

- 7.65 The overall design approach is an important factor to consider as the school environment would also be experienced by the wider public, through a community use agreement and will be an important civic space.
- 7.66 The applicant states that the school would be a purpose built accommodation that provides a modern teaching environment that accommodates and respects the specific attributes of the school and site. And in response to the Urban Design comments, the applicant reinforces the point that MMC (Modern Methods of Construction) approach is fundamental to the Government's programme for the delivery of new and replacement schools to a tight programme and that '*The MMC Framework and other school frameworks are the predominant method of securing new state schools across the country and the design of these schools in accordance with the DfE's Output Specific which has evolved from the DfE's research and experience from previous schools programme*'.
- 7.67 It has been previously established that there is an imminent need for purpose built accommodation and the actual pupil admissions figures within the Central SSA is likely to exceed projected figures, so there is pressing need for pupil places within the locality. Moreover, it does seem there are real budget constraints and constraints associated with adherence to the Government's main programme of delivery for schools throughout the country.
- 7.68 Members of the Committee are reminded that the Council adopted the Thurrock Design Strategy in 2017. The key aims of this strategy are to ensure that new development is of the highest possible quality and responds to the local context. The policies referenced above in the NPPF and Core Strategy above are also relevant and emphasise the importance of good design. It is considered and perhaps a missed opportunity that the external appearance seeks to respond to the generic MMC formula of buildings rather than adopting a bespoke design.
- 7.69 It is considered that the external appearance of the proposed buildings would not create a unique character for the new school in this prominent location. It is clear that the applicant is working within budget constraints and tight timeframe for delivering the school.
- 7.70 However, there is perhaps a tension between paragraph 127 of the NPPF which aims to ensure that developments, inter-alia, "*will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development ... are visually attractive as a result of good architecture ... are sympathetic to local character and history, including the surrounding built environment and landscape setting ... establish or maintain a strong sense of place*" and the more standardised approach to new school design stipulated by the MMC approach.

7.71 Nevertheless, there are clearly design, timeframe and budget constraints associated with the delivery of new school buildings, although these constraints arguably run contrary to elements of the NPPF. On balance, given the pressing need for school places and government guidance in relation to construction of new schools the design can be accepted.

### III. TRAFFIC IMPACT, ACCESS & CAR PARKING

7.72 The planning application is accompanied by a Travel Plan (September 2020), a Transport Assessment (TA) (September 2020) and two TA Addendums (December 2020 and January 2021) submitted in response to comments received from the Council's Highways Officers.

7.73 With reference to existing access arrangements, there is a single field-gate access onto Marshfoot Road located close to the southern end of the site which is used in connection with the agricultural use of the site.

7.74 Due to the change in levels across the site and the status of the A1089 as a trunk road, there is no existing access onto the Dock Approach Road or Chadwell Road (B149).

7.75 A new access for vehicles would be formed onto Chadwell Road, approximately half-way along the site's northern boundary. This would be the sole vehicular access serving the development, with the existing field-gate access changed to a staff and student pedestrian access. Submitted plans show that the new vehicular access would function as a drop-off / pick-up route as well as accessing the car parking area located at the north-western corner of the site. Pedestrian access would also be located on the Chadwell Road frontage adjacent to the vehicular access, with an additional staff and student pedestrian access onto Marshfoot Road.

7.76 The applicant's most recent TA Addendum (January 2021) includes a 'Site Access General Arrangement Plan' which proposes a number of interventions on the public highway (B149) adjacent to the site in order to achieve satisfactory access arrangements. The proposed measures comprise:

- extension of the 30mph speed limit to the south-east across the entire site frontage;
- widening of the existing footpath on the southern side of the B149 adjacent to the site frontage to 3m to accommodate both pedestrians and cyclists;
- existing traffic island within the B149 re-positioned 10m to the north-west and widened;
- partial widening of the existing footpath on the northern side of the B149;

- revised carriageway markings to reduce the capacity of the existing ‘right turn’ lane from Chadwell Road into Wood View from 10 vehicles to 8 vehicles;
- introduction of a dedicated ‘right turn’ lane from Chadwell Road (eastbound) into the site, with capacity for 6 vehicles; and
- provision of a new toucan crossing on Chadwell Road located to the east of the new access;
- establishment, operation and review mechanisms for Sustainable Travel Plan for Academy employees and pupils / staff to follow the ‘Modeshift STARS’ Travel Plan System (or similar approved local authority system);
- Car park management strategy for both operation of the school and community use activities.

7.77 These works are considered to be essential in order to achieve safe access into the site for vehicle users, pedestrians and cyclists. As the measures listed above involve works within the public highway (on land outside of the applicant’s control), and as there is no highway agreement in place (s278) a planning obligation is required. Similarly, the suggested £20,000 financial contribution for parking controls locally will need to be secured via a planning obligation, while a Grampian condition will be adopted for the works to Chadwell Road.

7.78 Car parking for the proposed new school would be located at the north-western corner of the site adjacent to Chadwell Road. The proposed number and allocation of parking spaces would comprise:

Staff parking bays & Community Use bays (out of school hours)	15 spaces
Staff & Visitor Bays	55 spaces
Drop-off / Pick-up bays	18 spaces (including 3 spaces within a designated layby)
Disabled user bays	5 spaces
<b>Total car parking</b>	<b>93 spaces</b>
Covered cycle parking	60 spaces

7.79 The Council’s draft Parking Standards and Good Practice document (March 2012) suggests a maximum car parking provision of 1 space per 15 pupils for secondary schools. Therefore, based on 900 pupils at the site (30 pupils per class / 6 classes per school year / 5 school years) the maximum car parking provision should be 60 spaces. Car parking is therefore over-provided at the site. Although there may be an understandable wish to increase car parking in order to avoid any possibility of overspill parking onto adjoining streets, this factor must be balanced against local and national policies aimed at promoting sustainable transport.

- 7.80 It is considered that the site is well-served by bus routes. Bus stops are conveniently located on Chadwell Road close to the entrance to USP College where route nos. 11, 24, 73, 73A, 83, 100X, 5A, 5B and 374 can be accessed. Bus stops on Wood View, also close to the site, are served by several bus services. In this context of reasonable availability of public transport links, it is surprising that the car parking provision proposed is so far in excess of the Council's suggested standards.
- 7.81 With regard to proposed cycle parking, covered spaces for 60 cycles is proposed. The Council's draft Parking Standards and Good Practice document (March 2012) suggests provision of a minimum of 1 space per 5 staff plus 1 space per 3 pupils. The proposals therefore fall short of the c.320 cycle spaces if the draft standard is applied. As with the over-supply of car parking, the under-supply of cycle parking is surprising in light of the encouragement of non-car related transport modes in both local and national policy. The Council's Travel Plan Officer requires a condition to further amend the Travel Plan supplied with the application.
- 7.82 Due to the change in ground levels across the site, a cut and fill exercise is required to re-model the landform so that appropriate development platforms can be created. The applicant has confirmed that materials will be both exported from and imported to the site.
- 7.83 The applicant's Construction Management Plan suggests that the disposal of surplus soils from the site (c.17,000 cubic metres) will result in c.1,300 HGV trips at a rate of 53 trips per week over a 6-month period. These movements are in addition to HGV trips associated with general construction activity. The applicant's indicative construction traffic routing strategy involves the use of both the local and strategic highway network. Therefore, Highways England have been consulted in respect of any impacts on the A1089 and A13. The response from Highways England indicates there are no objections subject to a pre-commencement condition.
- 7.84 In conclusion under this heading subject to both planning obligations and conditions (including the travel plan conditions) it is concluded that the residual impact of the development on the road network would be acceptable.

#### IV. LANDSCAPE & ECOLOGY

##### 7.85 Visual and Landscape Impact

The applicant has submitted a Landscape and Visual Impact Assessment, which provides an assessment of the likely effects on landscape character and visual amenity resulting from the proposal. The application site is situated along the edge of the Grays built-up area, but leads towards the adjacent town of Chadwell St. Mary. In terms of landscape character, the applicant's assessment concludes that the

proposed development would seamlessly integrate into its urban character adjacent to the USP College site.

- 7.86 The Assessment further concludes that the majority of the visual amenity receptors will experience 'negligible' to 'zero' change in the views they experience and the cumulative effects are thought to be 'neutral'. However, the visual impact from Wood View/Chadwell Road, particularly for some of the properties situated along the northern boundary, are deemed 'significant' and would have a 'major' visual impact. The visual impact would primarily result from the construction period and post-completion, particularly as the built form is concentrated in the northern parcel, i.e. the most elevated and exposed portion of the site.
- 7.87 The Assessment also identifies other sensitive receptors would be recreational users of the public rights of way to the east in the vicinity of Chadwell Place Cottages (PROW no. 120). It reports a 'slight' adverse effect on the views from these receptors towards the site. However, due to the undulating topography of the site and its elevated position the applicant suggests that additional planting within the site, or along the site boundary will have little to no effect on screening views of the development. Notwithstanding this factor, the Assessment concludes that there would be a 'negligible' cumulative impact on the landscape character or visual impact of the study area.
- 7.88 The Council's Landscape and Ecology Advisor has been consulted on the current application and generally agrees the conclusions of the Landscape and Visual Impact Assessment. Planting plans have been supplied with the current application, although, the Landscape Advisor comments that due to the site layout, with the car park fronting the site and location of the school buildings there would be little opportunity to help mitigate the visual harm caused by the development.
- 7.89 Notwithstanding the findings from the applicants LVIA, there is a further public footpath (no. 111) directly opposite the site on the northern side of Chadwell Road. As the findings of the Assessment maintain that views from properties along the northern boundary would have a major adverse visual impact, Officers also consider there would also be a major adverse visual impact from public footpath no. 111.
- 7.90 Taking this matter in full consideration there are existing buildings nearby on the adjacent site and whilst the visual impacts on the area are noted, these are however balanced against the identified need for new school places.



### Ground Levels

- 7.91 It has been noted elsewhere in the report there is a significant drop from north to the south of the site with an approximate 26m fall and undulating land levels, resulting in the northern portion of the site being elevated and the most exposed part of the site.
- 7.92 Section plans have been submitted with the application to demonstrate the proposed finished land levels. A cut and fill exercise if needed and re-profiling would be required around the site to accommodate the outdoor sports facilities. For instance, the MUGA courts/AGP provided would need to be sufficiently levelled to ensure they can be used and are fit for purpose.
- 7.93 In light of the above, the changes to the landscape levels are a consideration, but it is accepted that re-modelling would be required to accommodate the development at the site. A condition would be required to fully establish the details of the proposed levels.

### Ecology

- 7.94 The submitted Preliminary Ecological Appraisal (PEA) considers that the site, being predominantly intensively arable in nature, is of poor ecological value. Notwithstanding the overall low ecological value of the site, it is acknowledged the perimeters of the site, mainly within the trees, hedgerows, trees and woodlands support badgers and there is also potential value for bats, nesting birds and reptiles. Therefore, an appropriate ecological method statement is required to detail how these species will be protected during the construction phase of the development. This can be secured by a suitably worded planning condition prior to commencement.
- 7.95 The Council's Ecology Advisor states that the wildflower grassland has the potential for biodiversity net gain at the site, but will require appropriate management over time and a landscape management plan condition for the effective management of the extensive proposed wildflower grassland other landscape elements.
- 7.96 The PEA identifies the potential for the scheme to have adverse effects on the Little Thurrock Reedbeds Local Wildlife Site from construction run-off. Although, it is not currently clear what the extent of these affects might be. Furthermore, the most southern part of the site is beyond the extent of the proposed development works and it is not clear whether this part of the site will be seeded, or would grow naturally. As these factors could have visual and ecological implications depending on the approach adopted, conditions would be required to establish the impacts on the Thurrock Reedbeds Local Wildlife Site from construction run off and the parcel of land that is directly south of the Public Right of Way.

## V. IMPACT TO AMENITY

### Air Quality

- 7.97 The Environmental Health Officer advises that there are no implications for air quality from the proposed development. The Public Health team have raised concerns in relation to the air quality of the immediate locality including the health of children and staff at the site due to the proximity of the Dock Approach Road with the potential for increased traffic movements due to traffic associated with the London Resort, which if consented, could result in significant traffic flows within Tilbury.
- 7.98 However, the application for a Development Consent Order (DCO) for London Resort has only recently been submitted and it will be several months before the Secretary of state issues a decision on the application. The DCO application will be supported by an air quality assessment. Notwithstanding the comments from Public Health, as the site is not within an Air Quality Management Area and as there are no objections from the Environmental Health Officer, no objection can be raised under this heading.

### Noise

- 7.99 In terms of internal noise levels, the Environmental Health Officer advises that the internal ambient noise levels in the school is satisfactory as assessed in the Noise Impact Assessment (NIA). The Officer also points out that the rooms in the facades are subject to a higher external noise level from the adjacent road networks, which will require double glazing and mechanical ventilation as specified in table 4.4 on page 29 of the NIA.
- 7.100 The Environmental Health Officer advises that the facades screened from the road can achieve adequate internal room levels with windows partially open. The proposed ventilation strategy will permit windows to be opened during periods of hot weather.
- 7.101 The assessment of the plant noise limiting criteria is considered satisfactory and the Environmental Health Officer considers that the noise rating requirements at the school will result in satisfactory off-site levels at the nearest sensitive receptors due to the distances involved.
- 7.102 In terms of the noise generated from the school, the Environmental Health Officer agrees with the findings of the NIA that buildings and outdoor play areas are of a sufficient distance from noise sensitive receptors so that they are unlikely to have any adverse impact.

7.103 In conclusion, it is noted there is a slight discrepancy between the recommendations in terms of air quality and noise from Public Health and the Environmental Health Officer. However, subject to the in-built mitigation measures promoted by the design of the scheme, there are no objections to the proposals.

## VI. SPORTS FACILITIES

7.104 The proposals include a sports block, located south of the teaching block and the provision of new natural turf playing fields, an artificial grass pitch and games courts.

7.105 Sport England has been consulted and has made detailed comments in relation to each of the facilities provided, but ultimately raises no objection subject to a number of conditions, these will be summarised and discussed below.

7.106 With regards to the indoor sports facilities, these broadly accord with the design guidance from Sport England, but require pre-commencement conditions since little detail of the design specifications of the sports hall has been provided.

7.107 The southern parcel of land will accommodate two natural turf pitches. The first natural pitch will accommodate a mini football pitch with oval and linear running tracks. The second natural pitch would be for rounders. Sport England acknowledge the topography of the site constrains the range and sizes of the pitches provided and that cut and fill operations will be required during, and prior to, construction to ensure that the pitches are within suitable gradients.

7.108 Furthermore, Sport England are keen to ensure that the natural turf area allows intensive use for sport so the school is able to realise educational needs throughout the academic year. This is of particular relevance since ground conditions in Essex are generally typified by heavy clay soil. Accordingly, further details of the ground levels/conditions and ground surfacing will be required, and a suitably worded planning condition can be added to ensure the specifications details are finalised prior to commencement.

7.109 Sport England have noted the location of the Artificial Grass Pitch (AGP) and the Multi-Use Games Areas. The former is situated on the southern parcel of land but at a considerable distance from the sports hall and teaching block. The distance between the sports hall/teaching block and the AGP is noted by Sports England, although the shape of the site constrains the location of the sports facilities.

7.110 Officers have taken the opportunity to liaise with the applicant and sought clarification on whether a Community Use Agreement could be extended to cover the outdoor facilities. The applicant has confirmed that they would be willing to extend the CUA to include internal areas within the teaching block and the external AGP, MUGAs and

sports fields. In light of this, the suggested conditions and informative from Sports England are deemed appropriate and is consistent with CSTP9 of the Core Strategy.

## VII. FLOOD RISK & DRAINAGE

- 7.111 The majority of the application site is located in the low risk flood zone (Zone 1). However, there is a substantial fall in ground levels across the site to the south, such that the southern part of the site adjacent to Marshfoot Road is within the medium and high risk flood zones (Zones 2 and 3). On the northern part of the site maximum ground levels are c.26m AOD, whilst at the southern boundary levels are c.0.5m AOD. The applicant's Flood Risk Assessment (FRA) describes the site as divided between northern and southern land parcels, with the 'pinch point' where the site is narrowest (c.19m) forming the boundary between the two parcels.
- 7.112 According to the 'Flood Risk Vulnerability Classification' within NPPG (Paragraph: 066 Reference ID: 7-066-20140306) educational establishments are defined as 'more vulnerable'. However, the associated Flood Risk Vulnerability Classification (Table 3) describes 'more vulnerable' uses as in Flood Zone 1 as 'appropriate'. Accordingly the proposed buildings on-site, comprising the teaching block and sports block are 'appropriate' and as they are to be located within the lowest risk flood zone (Zone 1) a sequential test is not required.
- 7.113 On the southern land parcel, where gradients are the steepest, the proposals include an all-weather sports pitch and sports field (comprising a natural surface running track around a sports pitch). Space is also reserved for a natural surface 5-a-side football or rounders pitch. In order to achieve the required level playing surfaces for these sports facilities, and to achieve usable and convenient gradients around the proposed buildings on-site, a significant 'cut and fill' exercise is required across the site. A series of site sections have been submitted showing how a usable development platform would be achieved. Across the northern land parcel from north to south the existing gradient would be re-modelled by + or - c.1m such that level platforms would be created to accommodate the teaching and sports blocks.
- 7.114 The FRA confirms that the raising of ground levels will encroach into the high risk flood area (Zone 3) although the covering letter accompanying the FRA states that pre-submission correspondence with the Environment Agency suggested that the raising of levels within the flood zone will not require any compensatory storage of flood water. Furthermore, the applicant's FRA states that as the main risk to surrounding areas from flooding is due to tidal action it is considered that the raising of land does not increase this risk. However, increasing the gradient and size of land slopes will increase flood risk from localised run-off, and the applicant recommends that interception trenches / localised land drainage measures are introduced on site to ensure any localised run-off is managed and does not increase off site flood risk.

7.115 It is considered that conditions can be used to adequately address the matter of surface water drainage and off-site flooding arising from the extensive ground re-modelling works proposed.

#### VIII. GROUND CONDITIONS & CONTAMINATION

7.116 The northern land parcel comprises part of an historic landfill site located on both the northern and southern sides of Chadwell Road, and largely west of the Dock Approach Road. The application is therefore accompanied by a Ground Investigation Report, which confirms that ground conditions on the northern parcel comprise reworked topsoil and made ground. A borehole sample taken from close to the northern boundary revealed the presence of pollutants from infilling including plastic and wood.

7.117 The Council's Environmental Health Officer (EHO) has reviewed the submitted Ground Investigation Report and is satisfied that the site does not require remediation before construction activities can commence. The EHO suggests that a planning condition is used to deal with any unexpected contamination, which may be encountered during development.

7.118 As contamination on-site may affect controlled waters the Environment Agency are a relevant consultee. A response has been received from the Agency which confirms no objection, subject to conditions.

#### IX. ENERGY & SUSTAINABILITY

7.119 Policies PMD12 and PMD13 are applicable to the proposals and require the achievement of a BREEAM 'excellent' rating and that 15% of the energy requirements of the development are generated through decentralised, renewable or low carbon means. Both of these sustainability requirements may be relaxed where it can be adequately demonstrated, by way of viability assessment, that compliance with the policy requirements renders the proposals unviable.

7.120 The applicant has confirmed that the scheme will "target BREEAM 'Very Good' as it is economically unviable to achieve anything higher in this case. In light of the strong national policy support for new school provision, the budget constraints and the timetable within which the applicant is working it would be difficult to object to the development on this basis. Notwithstanding a planning condition is justified to ensure that the "very good" target is met.

7.121 The applicant's Energy Statement highlights that the DfE maintains standardised specifications and budgets and have sought to balance the competing demands of

environmental sustainability and efficient use of the public purse. To achieve this, the DfE specification and funding provide a number of environmental and sustainable features to ensure the proposals are 'beneficial in environmental terms'.

7.122 Notwithstanding this, with reference to policy PMD13, the proposal must secure, as a minimum 20% of their predicted energy from decentralised and renewable or low-carbon sources, unless it can be demonstrated to the Council's satisfaction, by way of a full viability assessment, that this is not feasible or viable. At this stage, a full viability assessment as to whether a minimum of 20% of predicted energy will be from decentralised or renewable sources, despite the submission of an energy statement, has not been submitted. Therefore, a condition will be added to address this matter.

## X. OTHER MATTERS

7.123 Notwithstanding the visual impacts to the nearby public footpaths there are changes that would impact on footpaths around the site. At present, the footpath and the perimeter of the site are mostly open sites, but would outline the entire site with 2.4m weldmesh fencing. Essentially, this will change the way this footpath is currently experienced, but the LPA accept that the proposed development would not directly impact the use of the footpath.

7.124 In addition to the comments regarding the construction works at the site, with regards to particular matters relating to hours of work, dust control, noise vibration management and wheel washing, the Environmental Health Officer was satisfied that these had been adequately addressed within the submitted Construction Management Plan submitted. However, the Construction Management Plan (or revised version) does not make explicit reference to how construction run-off would be addressed, which was a concern for the Landscape and Ecology advisor. Further concerns have been made explicit from the Environment Agency regarding the water environment, discussed above, but nonetheless, a condition will be added to ensure that the Construction Management Plan is adhered to.

7.125 The Council's Archaeological advisor has been consulted on this application and noted that northern parcel of land, where the school buildings would be situated, fronting Chadwell Road is on a former landfill so any archaeological deposits from this area is likely to have been destroyed. However, concerning the southern parcel of land, that borders Old Dock Approach Road to the west, Marshfoot Road to the south and the Dock Approach road to the east, the advisor states that the land to the south is likely to have archaeological deposits, so a condition will be necessary prior to the commencement of development.

## **8.0 CONCLUSIONS AND REASONS FOR RECOMMENDATION APPROVAL**

- 8.1 The application proposes a 6 form entry secondary school comprising a teaching block and an indoor sports hall with associated changing room facilities. A number of outdoor sporting facilities are also proposed and these include two natural turf pitches, an artificial grass pitch (AGP), a single court Multi Use Games Area (MUGA) and a two court MUGA. The perimeter of the whole site will require fencing of 2.4 metres in height and the MUGA courts and AGP will also require fencing as a method of enclosure and security for the school.
- 8.2 The site is located within the green Belt and the proposals comprise inappropriate development. Consequently, there would be definitional harm to the Green Belt, as well as harm by way of loss of openness and harm to a number of purposes which the Green Belt serves. Substantial weight should be attached to this harm. The applicant has set out factors which they consider to constitute the very special circumstances needs to clearly outweigh the identified harm and justify the inappropriate development. Consideration of these factors is set out above and it is concluded that a case for very special circumstances exists.
- 8.3 It is disappointing that the external appearance of the school buildings would not deliver a unique design response for the site given its proximity to USP. This shortcoming has also been recognised by the Thurrock Design Panel Review. Nevertheless, it is recognised that the applicant is limited to an extent by both budget constraints and national baseline designs for new school buildings. There is perhaps a tension between adherence to these baseline designs and the aspirations of both the NPPF and local guidance to achieve high quality design which responds to local context. Nevertheless, as with the surface of the playing pitch, on balance it is considered that an objection would be difficult to sustain given the urgent need to deliver new school places.
- 8.4 It has been concluded that the residual impact of the development on the road network would be acceptable subject to conditions and a s106 Agreement. Other matters of detail are also considered to be acceptable.

## **9.0 RECOMMENDATION**

- 9.1 The Committee is recommended to:

Approve, subject to, Referral to the Secretary of State, and subject to the application not being 'called in' the following:

### **S106 Agreement**

The s106 agreement shall include to the following heads of terms:

- A financial contribution of £20,000 (index linked) to be paid prior to the first use or operation of the development to enable the local highways authority to amend parking controls locally;

### 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.

### APPROVED PLANS

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

Reference	Name	Received
FS0719-STL-XX-ZZ-DR-A-0100 Rev. PL02	Site Location Plan	25.09.2020
FS0719-ALA-ZZ-XX-DR-L-1100 Rev. P02	Existing Site Plan	25.09.2020
FS0719-ALA-ZZ-XX-DR-L-1101 Rev. P03	Landscape General Arrangement	25.09.2020
FS0719-ALA-ZZ-XX-DR-L-1102 Rev. P03	Illustrative Masterplan	25.09.2020
FS0719-ALA-ZZ-XX-DR-L-1103 Rev. P03	Fencing Arrangement 1 of 3	25.09.2020
FS0719-ALA-ZZ-XX-DR-L-1104 Rev. P03	Fencing Arrangement 2 of 3	25.09.2020
FS0719-ALA-ZZ-XX-DR-L-1105 Rev. P03	Fencing Arrangement 3 of 3	25.09.2020
FS0719-ALA-ZZ-XX-DR-L-1109 Rev. P03	Site Sections 1 of 2	25.09.2020
FS0719-ALA-ZZ-XX-DR-L-1110 Rev. P03	Site Sections 2 of 2	25.09.2020
FS0719-ALA-ZZ-XX-DR-L-1114 Rev. P03	Access and Circulation - Drop Off and Pick Up	25.09.2020
FS0719-ALA-ZZ-XX-DR-L-1115 Rev. P03	Access and Circulation - During School Hours	25.09.2020



FS0719-ALA-ZZ-XX-DR-L-1116 Rev. P03	Access and Circulation - Community Use	25.09.2020
FS0719-ALA-ZZ-XX-DR-L-1117 Rev. P03	Planting Plan 1 of 3	25.09.2020
FS0719-ALA-ZZ-XX-DR-L-1118 Rev. P03	Planting Plan 2 of 3	25.09.2020
FS0719-ALA-ZZ-XX-DR-L-1119 Rev. P03	Planting Plan 3 of 3	25.09.2020
FS0719-ALA-ZZ-XX-DR-L-1133 Rev. P02	Landscape Visualisations 1 of 2	25.09.2020
FS0719-ALA-ZZ-XX-DR-L-1134 Rev. P02	Landscape Visualisations 2 of 2	25.09.2020
FS0719-STL-AA-00-DR-A-0103 Rev. PL02	Teaching Block - Proposed Ground Floor Plan	25.09.2020
FS0719-STL-AA-01-DR-A-0104 Rev. PL02	Teaching Block - Proposed First Floor Plan	25.09.2020
FS0719-STL-AA-02-DR-A-0105 Rev. PL02	Teaching Block - Proposed Second Floor Plan	25.09.2020
FS0719-STL-AA-R1-DR-A-0106 Rev. PL02	Teaching Block - Proposed Roof Plan	25.09.2020
FS0719-STL-AA-ZZ-DR-A-0202 Rev. PL02	Teaching Block - Proposed Elevations North and East	25.09.2020
FS0719-STL-AA-ZZ-DR-A-0203 Rev. PL02	Teaching Block - Proposed Elevations South and West	25.09.2020
FS0719-STL-AA-ZZ-DR-A-0301 Rev. PL02	Teaching Block - Proposed Sections	25.09.2020
FS0719-STL-AB-00-DR-A-0107 Rev. PL02	Sports Block - Ground Floor Plan	25.09.2020
FS0719-STL-AB-R3-DR-A-0108 Rev. PL02	Sports Block - Proposed Roof Plan	25.09.2020
FS0719-STL-AB-ZZ-DR-A-0204 Rev. PL02	Sports Block - Proposed Elevations	25.09.2020
FS0719-STL-AB-ZZ-DR-A-0303 Rev. PL02	Sports Block - Proposed Sections	25.09.2020

**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).

### **ELECTRICAL CHARGING POINTS**

- 3 Prior to the first opening of the school, details of measures to ensure that 20% of all 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 operated 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].

### **SITE ACCESS DETAILS**

- 4 No development above ground level shall commence until details of the layout, dimensions and construction specification of the proposed access to the highway have been submitted to and approved in writing by the local planning authority. Prior to the first operation of the school development, the access shall be laid out, constructed and surface finished in accordance with the details as approved.

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

### **OFF-SITE HIGHWAYS WORKS**

- 5 The development authorised by this permission shall not begin operation until the works shown on the drawing no. 20101/001 Rev.D (forming Appendix 1 of the Transport Assessment Addendum II – January 2021) have been completed in accordance with those drawings and have been certified in writing as complete by or on behalf of the local planning authority

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

### **TRAVEL PLAN**

- 6 Prior to the to the first operation of the school buildings hereby permitted, a Travel Plan shall be submitted to and agreed in writing with the local planning authority. The Travel Plan shall include detailed and specific measures to reduce the number of journeys made by car to the school buildings hereby permitted and shall include specific details of the operation and management of the proposed measures. The commitments explicitly stated in the Travel Plan shall be binding on the applicants or their successors in title. The measures shall be implemented upon the first operational use of the building hereby permitted and shall be permanently kept in

place unless otherwise agreed in writing with the local planning authority. Upon written request, the applicant or their successors in title shall provide the local planning authority with written details of how the agreed measures contained in the Travel Plan are being undertaken at any given time.

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

## **CAR PARK MANAGEMENT**

- 7 Prior to the first use or operation of vehicle parking areas, as demonstrated on the vehicle access and circulation plans as shown on drawing numbers FS0719-ALA-FS0719-ALA-ZZ-XX-DR-L-1114-P04, ZZ-XX-DR-L-1115-P03, FS0719-ALA-ZZ-XX-DR-L-1116-P03, a written scheme for the management of those areas shall be submitted to and approved in writing by the local planning authority. The scheme shall, in particular, includes measures for the restriction of unauthorised car parking and details of management community use activities. The approved scheme shall be operated on the first use or operation of the vehicle parking areas and maintained during the operation of the school thereafter.

**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 (as amended 2015).

## **CONSTRUCTION AND HIGHWAYS ENGLAND ASSETS**

- 8 Prior to the construction of the proposed development the following details shall be submitted to and approved in writing by the local planning authority, in consultation with Highways England. The construction of the development shall accord with the approved details:
- Detail of routing for all construction traffic vehicles during the construction phase and vehicle impacts/ numbers on the Strategic Road Network, specifically at:
    - A13/ High Road/ Stifford Clays Road/ A1012 Junction;
    - A1089/ Marshfood Rd/ Old Dock Road Junction; and
    - A13/A1089 Junction
  - Detail of the procedures to manage construction traffic routing via the Strategic Road Network;
  - Detail of Quarries, land fill sites or locations used to transport waste/ materials to/ from the site;
  - Details of the routing and frequency of all abnormal loads during the construction phase; and

- Specific Risk Assessment/ Method Statements prepared by the appointed contractor for specific deliveries via articulated lorries.

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

### **CONSTRUCTION MANAGEMENT PLAN (CMP)**

- 9 The measures contained within the Construction Management Plan (Report no FS0719-BNK-ZZ-XX-RP-W-3001) (Rev P03 dated 01/02/2021), which forms part of this planning permission, shall be implemented during the construction phase of the development.

**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].

### **SITE LEVELS**

- 10 No development shall commence until details of existing and finished site levels, finished external surface levels, and the finished floor level of the buildings and sports facilities hereby permitted have been submitted to and approved by the local planning authority. The development shall be implemented in accordance with the agreed details.

**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).

### **ECOLOGICAL METHOD STATEMENT**

- 11 Prior to commencement of development, an Ecological Method Statement, including details of how Nesting Birds and Reptiles are to be protected, shall be submitted to and approved in writing by the local planning authority. The Ecological Method Statement shall be implemented in accordance with the details as approved from the commencement of development and retained thereafter, unless otherwise agreed in writing by the local planning.

**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).

### **PROTECTED SPECIES: BATS**

- 12 The construction and operation of the development shall be undertaken in accordance with the mitigation and enhancement measures referred to by the

submitted Bat Roost and Activity Assessment (September 2019), unless otherwise agreed in writing by the local planning authority.

**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).

#### **PROTECTED SPECIES: BADGERS**

- 13 The Construction and operation of the development shall be undertaken in accordance with the mitigation strategy referred to by the submitted Badger Survey Report Issue (October 2019), unless otherwise agreed in writing by the local planning authority.

**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).

#### **LANDSCAPE MANAGEMENT PLAN**

- 14 Prior to the first opening of the school a landscape management plan, including management responsibilities, maintenance schedules for the upkeep of all landscaped areas, including management of the wildflower grassland, shall be 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 from first opening of the school 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).

#### **LANDSCAPE PLANTING PLANS**

- 15 The development hereby permitted shall be constructed and completed in accordance with the Planting Plans (ref FS0719-ALA-ZZ-XX-DR-L-1117 REV. P03, FS0719-ALA-ZZ-XX-DR-L-1118 REV. P03, FS0719-ALA-ZZ-XX-DR-L-1119 REV. P03 prior to the first operational use of the development and maintained and operated thereafter in accordance with the approved Landscape Management Plan.

**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).

**LAND SOUTH OF THE PUBLIC RIGHT OF WAY**

- 16 Prior to commencement of development, landscaping details of the parcel of land south of the Public Right of Way (no. 209), contained within the application site shall be submitted to and approved in writing by the local planning authority. The parcel of land south of Public Right of Way no. 209 shall be maintained in accordance with the details as approved from the commencement of development and retained thereafter, unless otherwise agreed in writing by the local planning.

**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).

**FLOOD RISK AND SUSTAINABLE DRAINAGE STRATEGY (1)**

- 17 No development shall commence until an surface water drainage strategy, in line with the principles mentioned in the planning application consultation comments from Essex County Council (dated 8<sup>th</sup> October 2020), has been submitted to and approved in writing by the local planning authority. Thereafter the surface water drainage system(s) shall be constructed in accordance with the approved strategy and maintained thereafter.

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

**FLOOD RISK AND SUSTAINABLE DRAINAGE STRATEGY (2)**

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

**Reason:** To prevent surface runoff onto the public highway, 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].

**FLOOD RISK AND SUSTAINABLE DRAINAGE STRATEGY (3)**

- 19 Prior to occupation of the development 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.

The applicant or any successor in title must maintain yearly logs of maintenance which should be carried out in accordance with any approved Maintenance Plan. These must be carried out in accordance with any approved Maintain Plan and shall be 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 should be provided.

**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].

### **INDOOR SPORTS FACILITIES**

- 20 No development of the indoor sports hall shall commence until details of the design and layout of the sports hall including line markings, flooring and lighting specifications have been submitted to and approved in writing by the Local Planning Authority in consultation with Sport England. The development shall not be constructed other than in accordance with the approved details.

**Reason:** To ensure that the indoor sports facilities is to an adequate standard and is fit for purposes and to accord with policies CSTP9, CSPT10 and PMD5 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (as amended 2015).

### **NATURAL TURF PLAYING FIELDS**

- 21 No development of the natural turf playing field shall commence until the following documents have been submitted to and approved in writing by the Local Planning Authority in consultation with Sport England:

- (i) A detailed assessment of ground conditions (including drainage and topography) of the land proposed for the playing field which identifies constraints which could affect playing field quality; and
  - (ii) Based on the results of the assessment to be carried out pursuant to (i) above, a detailed scheme which ensures that the playing field will be provided to an acceptable quality. The scheme shall include a written specification of soils structure, proposed drainage, cultivation and other operations associated with grass and sports turf establishment and a programme of implementation.
- (b) The approved scheme shall be carried out in full and in accordance with a timeframe agreed with the Local Planning Authority. The land shall thereafter be maintained in accordance with the scheme and made available for playing field use in accordance with the scheme.

**Reason:** To ensure that the playing field is prepare to an adequate standard and is

fit for purposes and to accord with policies CSTP9, CSPT10 and PMD5 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (as amended 2015).

### **ARTIFICIAL GRASS PITCH**

- 22 No development shall commence of the artificial grass pitch until the design specifications of the artificial grass pitch, including details of surfacing, construction cross-section, line marking and fencing have been submitted to and approved in writing by the Local Planning Authority (in consultation with Sport England). The artificial grass pitch shall not be constructed other than in accordance with the approved details.

**Reason:** To ensure that the playing field is prepared to an adequate standard and is fit for purpose and to accord with policies CSTP9, CSTP10 and PMD5 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (as amended 2015).

### **MULTI USE GAMES AREAS (MUGA)**

- 23 No development of the multi-use games areas hereby approved shall commence until details of the multi-use games area specifications including the surfacing, fencing and line markings have been submitted to and approved in writing by the Local Planning Authority in consultation with Sport England. The multi-use games areas shall not be constructed other than in accordance with the approved details.

**Reason:** To ensure the development is fit for purpose and sustainable in accordance with policies CSTP9, CSTP10 and PMD5 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (as amended 2015).

### **COMMUNITY USE AGREEMENT**

- 24 Prior to first occupation of the development, a community use agreement prepared in consultation with Sport England shall be submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement will be provided to the Local Planning Authority. The agreement shall apply to the sports hall, activity studio, the natural turf playing field, artificial grass pitch and multi-use games areas supporting ancillary facilities and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review, and anything else which the Local Planning Authority in consultation with Sport England considers necessary in order to secure the effective community use of the facilities. The development shall not be used at any time other than in strict compliance with the approved agreement."

**Reason:** To secure well managed, safe community access to the sports and other community facilities and to ensure sufficient benefits to the development in



accordance with policies CSTP9, CSTP10 and PMD5 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (as amended 2015).

### **HOURS OF USE – OUTDOOR PLAY FACILITIES**

- 25 Prior to the first use or operation of the development, details of the proposed hours of use of the outdoor play facilities shall be submitted to and agreed in writing with the local planning authority. The play facilities shall thereafter be used in accordance with the agreed details, unless otherwise agreed in writing by the local planning authority.

**Reason:** In the interests of 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 (as amended 2015).

### **ARCHAEOLOGICAL WORK**

- 26 No development of the southern parcel of land that borders Old Dock Approach Road to the west, Marshsfoot Road to the south and Dock Approach Road to the east, including 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].

### **POST EXCAVATION ANALYSIS**

- 27 Following completion of the archaeological fieldwork, the applicant will submit to the local planning authority a post-excavation assessment (within six months of the completion date, unless otherwise agreed in advance with the planning authority), which will result in the completion of post-excavation analysis, preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication report.

**Reason:** To ensure appropriate assessment of the archaeological implications of the development and the subsequent mitigation of adverse impacts in accordance with Policy PMD4 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

### **NOISE IMPACT ASSESSMENT**

- 28 The measures contained within the Noise Impact Assessment (ref 0047512, rev P01,

dated 28 August 2020) which forms part of this planning permission, shall be implemented and in place prior to the first occupation of the development and shall be retained and maintained as such thereafter.

**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].

## **CONTAMINATION SITE CHARACTERISATION**

29 Notwithstanding the details submitted with this application, no development shall commence which in this case includes demolition, site clearance, **and** any construction until an investigation and risk assessment has been submitted to and approved in writing by the local planning authority. The risk assessment shall assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The report of the findings must include:

- (i) a survey of extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
  - Human health,
  - Property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
  - Adjoining land,
  - Groundwaters and surface waters,
  - Ecological systems
  - Archaeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This shall be conducted in accordance with the Essex Contaminated Land Consortium's 'Land Affected by Contamination: Technical Guidance for Applicants and Developers' and DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'. The development hereby permitted shall not commence until the measures set out in the approved report have been implemented.

**Reason:** To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy PMD1 of the adopted Thurrock Core Strategy and Policies for the Management of Development [2015].

## **SITE REMEDIATION SCHEME**

30 Where identified as necessary in accordance with the requirements of condition 29, no development shall commence, other than that required to carry out remediation, until a detailed remediation scheme to bring the site to a condition suitable for the

intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the local planning authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The development hereby permitted shall not commence until the measures set out in the approved scheme have been implemented, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

**Reason:** To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy PMD1 of the adopted Thurrock Core Strategy and Policies for the Management of Development [2015].

#### **VERIFICATION OR VALIDATION REPORT**

- 31 Following completion of measures identified in the approved remediation scheme from Condition 30, verification or validation report that demonstrates the effectiveness of the remediation carried out shall be submitted to and approved in writing of the Local Planning Authority.

**Reason:** To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy PMD1 of the adopted Thurrock Core Strategy and Policies for the Management of Development [2015].

#### **UNFORESEEN CONTAMINATION**

- 32 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition 29, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 30, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with Condition 31.

**Reason:** To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried

out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy PMD1 of the adopted Thurrock Core Strategy and Policies for the Management of Development [2015].

### **PILING ACTIVITY**

- 33 In the event that piling or any other foundation designs using penetrative methods are proposed, piling operations shall not commence unless a report has first been submitted to, and agreed in writing by, the Local Planning Authority demonstrating that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

**Reason:** To protect the water environment in accordance with policy PMD1 of the adopted Thurrock Core Strategy and Policies for the Management of Development [2015].

### **BOUNDARY TREATMENTS**

- 34 The fences and other boundary treatments as shown on drawing no's FS0719-ALA-ZZ-XX-DR-L-1103, rev P03 and FS0719-ALA-ZZ-XX-DR-L-1104, REV P03 of the development hereby permitted shall be implemented as detailed within the application. 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 the interests of visual amenity and to ensure that the proposed development is integrated with its surroundings in accordance with policy PMD1, PMD2 and PMD6 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

### **MATERIALS AND EXTERNAL FINISHES**

- 35 The external materials/finishes to be used on the external surfaces of the development, as indicated in schedule of external materials (ref FS0719-ALA-ZZ-XX-SP-L-1101), hereby permitted shall be implemented as detailed within the application.

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

### **EXTERNAL LIGHTING**

- 36 Prior to the first use or operation of the development, details of the means of any external lighting on the site, including any illumination of the outdoor play facilities, shall be submitted to and agreed in writing with the local planning authority. 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 use or operation of the

development and 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 (as amended 2015).

## **BREEAM**

- 37 Unless otherwise agreed in writing by the local planning authority, the development hereby permitted shall be built to the "Very Good" Building Research Establishment Environmental Assessment Method (BREEAM) rating. Within three months of the first use or operation of the development a copy of the Post Construction Completion Certificate for the building verifying that the "Very Good" BREEAM rating has been achieved shall be submitted to the local planning authority.

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

## **RENEWABLE ENERGY**

- 38 Unless otherwise agreed in writing by the local planning authority, prior to the construction above ground level of any of the buildings, details of measures to demonstrate that the development will achieve the generation of at least 20% of its energy needs through the use of decentralised, renewable or low carbon technologies shall be submitted to and approved in writing by the local planning authority. The approved measures shall be implemented and operational upon the first use or operation of the development and shall thereafter be retained in the agreed form.

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

