

<p>Reference: 15/00579/FUL</p>	<p>Site: Grays Gas Holder Station London Road Grays Essex RM17 5YB</p>
<p>Ward: Grays Riverside</p>	<p>Proposal: Full planning application for the redevelopment of the former Grays Gas Station site and associated land for 187 dwellings (comprising 66% houses and 34% apartments) with associated private amenity space, means of enclosure, car parking, vehicle and pedestrian access and drainage.</p>

Plan Number(s):		
Reference	Name	Received
PH-201_001	Site Layout	9th February 2016
PH-201_002	Other	9th February 2016
PH-201_003	Other	9th February 2016
PH-201_004	Other	9th February 2016
PH-201_005	Other	9th February 2016
PH-201_006	Floor Layout	9th February 2016
PH-201_007	Floor Layout	9th February 2016
PH-201_008	Elevations	9th February 2016
PH-201_009	Floor Layout	9th February 2016
PH-201_010	Floor Layout	9th February 2016
PH-201_011	Elevations	9th February 2016
PH-201_012	Floor Layout	9th February 2016
PH-201_013	Floor Layout	9th February 2016
PH-201_014	Elevations	9th February 2016
PH-201_015	Floor Layout	9th February 2016
PH-201_016	Floor Layout	9th February 2016
PH-201_017	Elevations	9th February 2016
PH-201_018	Floor Layout	9th February 2016
PH-201_019	Floor Layout	9th February 2016
PH-201_020	Elevations	9th February 2016
PH-201_021	Elevations	9th February 2016
PH-201_022	Other	9th February 2016
PH-201_023	Elevations	9th February 2016
PH-201_024	Elevations	9th February 2016

PH-201_025	Elevations	9th February 2016
PH-201_026	Elevations	9th February 2016
PH-201_027	Elevations	9th February 2016
PH-201_028	Elevations	9th February 2016
PH-201_029	Elevations	9th February 2016
PH-201_030	Other	9th February 2016
PH-201_031	Elevations	9th February 2016
PH-201_032	Elevations	9th February 2016
PH-201_033	Elevations	9th February 2016
PH-201_034	Elevations	9th February 2016
PH-201_035	Other	9th February 2016
PH-201_036	Other	9th February 2016
PH-201_037	Other	9th February 2016
PH-201_038	Floor Layout	9th February 2016
PH-201_039	Floor Layout	9th February 2016
PH-201_040	Elevations	9th February 2016

The application is also accompanied by:

- Design and Access Statement
- Air Quality Assessment
- Arboricultural Impact Assessment
- Archaeology Assessment
- Badger Survey
- Drainage Statement
- Drainage Strategy Report
- Ecological Walkover Survey
- Geo Technical Report
- Invertebrate Survey
- Planning Statement
- Sustainable Design and Energy Statement
- Drainage Strategy Report

Applicant:

Persimmon Homes Ltd

Validated:

26 June 2015

Date of expiry:

25 September 2015

Recommendation: Approve, subject to conditions and Section 106 Agreement.

This application is scheduled for determination by the Council's Planning Committee because of the scale and strategic nature of the proposal.

1.0 DESCRIPTION OF PROPOSAL

- 1.1 This application seeks full planning permission for the redevelopment of the former Grays Gas Station site and associated land for 187 dwellings with associated private amenity space, means of enclosure, parking, vehicle and pedestrian access and drainage.
- 1.2 Table 1 below summarises some of the main points of detail contained within the development proposal:

Site Area	Approximately 4.88 hectares
Density	38 dwellings per hectare (dph) (53.44 dph if the woodland area is excluded from the calculation)
Total dwellings	9 no. 1-bedroom flats 56 no 2-bedroom flats 35 no 2-bedroom houses 74 no 3-bedroom houses 13 no 4-bedroom houses TOTAL: 65 flats and 122 houses
Building Height	Houses: 2 – 3 storey Flats: 4 storey blocks
Car Parking	Flats: 1 space per unit (all sizes) Houses: 2 bed – 1 space per unit 3 beds – 2 spaces per unit 4 beds – 2 spaces per unit Visitors: 26 across the site TOTAL: 302 parking spaces

Access

- 1.4 The proposed development would be served by a single vehicular access point on London Road. The existing site is accessed from London Road but for the proposed development, the access point has been moved to the east to keep it further from the mini-roundabout which links to Argent Street. The new access is roughly equidistant between that mini-roundabout and the entrance to the Aldi car park.

- 1.5 The vehicle access would be in the form of a boulevard running north to south, terminating at a T junction to the southern point of the wooded area in the site.
- 1.6 Pedestrian permeability is an important part of the scheme with a four accesses to the west from the site onto Meesons Lane.

Layout

- 1.7 The proposed development has been designed to reflect the existing pattern of development in the surrounding area. The main internal roads run either north to south reflecting the character of the adjacent streets to the east and west. The other main access roads run east to west, parallel with the London Road.
- 1.8 Fourteen of the dwellings face directly onto London Road providing a live street frontage for the development. These dwellings would be three storey townhouses to allow for under croft parking. To the Meesons Lane frontage eight dwellings have been orientated to the west to provide a live frontage on this site boundary.
- 1.9 Within the site dwellings are located close to the back of the highway to make the best use of space and provide strong frontages to each road. Internally the roads are a mixture of traditional street and areas of shared surfacing on the more closely designed street providing and intimate more human scale development. The dwellings range between 2 and 2.5 storey for the most part in these locations.
- 1.10 There are six flat blocks towards the centre of the site. These form corner turning buildings and take advantage of views toward the open space and provide strong corner anchors for the scheme.
- 1.11 Private gardens are provided for all the houses and the flatted units have balconies and access to outdoor space.

Appearance

- 1.12 There are seven house types proposed within the site and a design for the six flat blocks.
- 1.13 The new dwellings have regard to the surrounding properties, with traditional proportions and pitched roofs characteristic of the wider area and the use of bricks as the predominant building material and external finish. However, the scheme provides a more modern interpretation of the traditional nearby properties with simpler, cleaner lines than the more detailed Victorian/Edwardian terraces.
- 1.14 The overall development would be softened by street trees and planting on some of the frontages and the more enclosed shared areas in more traditional communal style courtyard settings.

Parking

- 1.15 The level of parking provision is detailed in the table above. Parking across the site is proposed in a variety of forms. The flats share communal parking areas, the terrace properties generally have parking provided in communal areas and the semi-detached and detached properties have parking provided on plot either in the form of parking spaces or under croft provision. The terraces of properties on the main access road have on street parallel parking spaces.

Infrastructure

- 1.16 The applicant is providing contributions and affordable housing in the following manner:
- NHS Health Contribution - £40,200;
 - Open Space Contribution - £75,000;
 - Education Contribution - £1,332,979.02
 - 16% of units to be affordable housing
 - A financial viability review mechanism for affordable housing if slab level has not been reached on 20 units in 2 years

2.0 SITE DESCRIPTION

- 2.1 The majority of site is presently vacant, having most recently been occupied by three gasholders which have since been demolished. Some areas of hardstanding remain. To the south eastern corner, just outside the site boundary, will be located a new gas governor and equipment (previously granted permission under ref: 15/00364/FUL) which is required to continue operations.
- 2.2 The north eastern corner of the site is covered by dense woodland which is subject to a Tree Preservation Order, and which will be retained as part of the development proposals.
- 2.3 Natural ground levels across the site fall gently from north to south towards London Road. The site, for the most part, is located in the low flood risk area (Zone 1) but toward the southern part of the site falls within Zones 2 and 3(a).
- 2.4 The west of the site is bounded by Meesons Lane and the rear gardens/accesses onto properties on Parker Road (generally two-storey Victorian/Edwardian properties). The southern side of the site is bounded by London Road and

commercial and residential development (on the southern side of London Road). The eastern side of the site is bounded by the rear gardens of the two storey dwellings on Grovelands Way (generally two storey 1930s properties) and the northern side of the site are the more modern properties on Helleborine and Kiln Way built in the 1980s.

3.0 RELEVANT HISTORY

Reference	Description	Decision
10/00292/TPO	Reduce encroachment of boundary trees in Gas Holders land back to boundary but not beyond.	Approved
14/00197/DMI	Demolition of three gasholders, five associated buildings (booster house, boiler house, telemetry building, toilet block and anti freeze switch room) and above ground diesel tank.	Approved
14/01024/FUL	Infilling of gas holder tank voids.	Approved
14/01104/TPO	Maintain the trees by cutting back to the previous growth points	Approved
15/00364/FUL	Relocation of gas equipment and construction of 2.4 metre high fencing	Approved
15/00620/SCR	Request for EIA Screening Opinion - proposed residential development	EIA Not required
16/00118/CV	Variation of condition 2 [Approved Plans] from approved planning application 15/00364/FUL; Relocation of gas equipment and construction of 2.4 metre fencing	Withdrawn

4.0 CONSULTATIONS AND REPRESENTATIONS

4.1 Detailed below is a summary of the consultation responses received. Full text versions are available on the Council’s website at: www.thurrock.gov.uk/planning/15/00579/FUL

PUBLICITY:

4.2 The application has been publicised by the display of a site notice, a newspaper advertisement and consultation with relevant consultees and landowners. Neighbours and consultees have twice been notified of the receipt of revised plans.

4.3 Twenty four letter of representation have been received objecting for the following reasons:

- Turning of existing vehicles on Meesons Lane is hazardous;
- Lack of pedestrian control in Meesons Lane near Helleborine;

- Increased pedestrian and cycle movements will cause difficulties on Meesons Lane;
- Increased pressure on local services;
- Badgers will be confined to the wooded area;
- Additional traffic accessing London Road;
- Land is likely to be contaminated;
- Increased problems for school parking issues in the vicinity;
- There are three care homes in Meesons Lane which require large vehicles to access;
- Junction of Meesons Lane and London Road is already busy;
- Houses on Parker Road unlawfully access the back of their dwellings from Meesons Lane;
- London Road cannot cope with the amount of vehicles presently using it from Lakeside and this will make the situation worse;
- Impact on biodiversity on remaining grassland on the site;
- Grays already has poor air quality and more dwellings will not improve this creating more idling cars creating more pollution;
- Lack of infrastructure in the area, additional school places are needed;
- Site should be used as green spaces;
- Site should be used for the construction of a school or doctors or other local amenities;
- There is already housing being built in Grays, Aveley, South Ockendon, Corringham, Stanford, Chadwell and West Thurrock;
- Overlooking of neighbouring properties;
- Increased levels of crime due to social housing and housing being rented to people;
- Area is saturated already with new development at William Ball site and Gumley Road;
- Development is too dense;

[NB. It should be noted that the majority of these letters were received when 19 of the units were proposed to have access directly onto Meesons Lane. During the revised iterations of the plans all the dwellings now have vehicle access from London Road. Neighbours have been reconsulted in regards to the revised plans]

One letter has been received neither objecting to nor supporting the application, but raising the following points:

- The proposal would tidy up the waste ground;

- There would be additional traffic;

One letter has been received indicating broad support for the proposal which will enhance this area of Grays, but raising concern about traffic movements and parking.

ANGLIAN WATER:

- 4.4 No objections (subject to conditions).

ENVIRONMENTAL HEATH:

- 4.5 No objections (subject to conditions).

HIGHWAYS:

- 4.6 No objection (subject to conditions).

TRAVEL PLAN COORDINATER:

- 4.7 No objections (subject to conditions).

NATURAL ENGLAND:

- 4.8 No objections.

ESSEX FIELD CLUB

- 4.9 Objection

LANDSCAPE AND ECOLOGY OFFICER

- 4.10 No objections (subject to conditions).

EDUCATION

- 4.11 A section 106 contribution is required.

HOUSING

- 4.12 Affordable housing is required.

NHS

- 4.13 A section 106 contribution is required.

ENVIRONMENT AGENCY

4.14 No objections (subject to conditions).

HEALTH & SAFETY EXECUTIVE

4.15 Advise against development [see Section X of this report "Other Matters"].

5.0 POLICY CONTEXT

National Planning Guidance

5.1 National Planning Policy Framework (NPPF)

The NPPF was published on 27th March 2012. Paragraph 13 of the Framework sets out a presumption in favour of sustainable development. Paragraph 196 of the Framework confirms the tests in s.38 (6) of the Planning and Compulsory Purchase Act 2004 and s.70 of the Town and Country Planning Act 1990 and that the Framework is a material consideration in planning decisions. Paragraph 197 states that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

5.2 The following headings and content of the NPPF are relevant to the consideration of the current proposals:

- delivering a wide choice of high quality homes;
- requiring good design;
- promoting healthy communities; and
- meeting the challenge of climate change, flooding and coastal change.

5.3 Planning Practice Guidance

In March 2014 the Department for Communities and Local Government (DCLG) launched its planning practice guidance web-based resource. This was accompanied by a Written Ministerial Statement which includes a list of the previous planning policy guidance documents cancelled when the NPPF was launched. PPG contains 42 subject areas, with each area containing several subtopics. Those of particular relevance to the determination of this planning application comprise:

- climate change;
- design;

- flood risk and coastal change;
- renewable and low carbon energy; and
- use of planning conditions.

Local Planning Policy

Thurrock Local Development Framework (2011)

The Council adopted the “Core Strategy and Policies for the Management of Development Plan Document” in December 2011. The Adopted Interim Proposals Map shows the site as a ‘Housing Land Proposal’. The following Core Strategy policies apply to the proposals:

Spatial Policies:

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

Thematic Policies:

- CSTP1 (Strategic Housing Provision)
- CSTPP2 (The Provision of Affordable Housing)
- CSTP9 (Well-being: Leisure and Sports)
- CSTP10 (Community Facilities)
- CSTP11 (Health Provision)
- CSTP12 (Education and Learning)
- CSTP14 (Transport in the Thurrock Urban Area: Purfleet to Tilbury)³
- CSTP19 (Biodiversity)
- CSTP20 (Open Space)
- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)²
- CSTP24 (Heritage Assets and the Historic Environment)
- CSTP25 (Addressing Climate Change)²
- CSTP26 (Renewable or Low-Carbon Energy Generation)²

- CSTP27 (Management and Reduction of Flood Risk)²

Policies for the Management of Development:

- PMD1 (Minimising Pollution and Impacts on Amenity)²
- PMD2 (Design and Layout)²
- PMD4 (Historic Environment)²
- PMD5 (Open Spaces, Outdoor Sports and Recreational Facilities)³
- PMD7 (Biodiversity, Geological Conservation and Development)²
- PMD8 (Parking Standards)³
- PMD9 (Road Network Hierarchy)
- PMD10 (Transport Assessments and Travel Plans)²
- PMD12 (Sustainable Buildings)²
- PMD13 (Decentralised, Renewable and Low Carbon Energy Generation); and
- PMD15 (Flood Risk Assessment)²
- PMD16 (Developer Contributions)²

[Footnote: ¹New Policy inserted by the Focused Review of the LDF Core Strategy. ²Wording of LDF-CS Policy and forward amended either in part or in full by the Focused Review of the LDF Core Strategy. ³Wording of forward to LDF-CS Policy amended either in part or in full by the Focused Review of the LDF Core Strategy].

5.5 Focused Review of the LDF Core Strategy (2014)

This Review was commenced in late 2012 with the purpose to ensure that the Core Strategy and the process by which it was arrived at are not fundamentally at odds with the NPPF. There are instances where policies and supporting text are recommended for revision to ensure consistency with the NPPF. The Review was submitted to the Planning Inspectorate for independent examination in August 2013. An Examination in Public took place in April 2014. The Inspector concluded that the amendments were sound subject to recommended changes.

5.6 Draft Site Specific Allocations and Policies DPD

This Consultation Draft “Issues and Options” DPD was subject to consultation commencing during 2012. The Draft Site Specific Allocations DPD ‘Further Issues and Options’ was the subject of a further round of consultation during 2013. Site Allocation Policy SAP1 (Land for Housing Development) identifies the application site as a preferred housing site without permission (ref. AVE05) with an indicative

capacity of 110 dwellings. The Planning Inspectorate is advising local authorities not to continue to progress their Site Allocation Plans towards examination whether their previously adopted Core Strategy is no longer in compliance with the NPPF. This is the situation for the Borough.

5.7 Thurrock Core Strategy Position Statement and Approval for the Preparation of a New Local Plan for Thurrock

The above report was considered at the February meeting 2014 of the Cabinet. The report highlighted issues arising from growth targets, contextual changes, impacts of recent economic change on the delivery of new housing to meet the Borough's Housing Needs and ensuring consistency with Government Policy. The report questioned the ability of the Core Strategy Focused Review and the Core Strategy 'Broad Locations & Strategic Sites' to ensure that the Core Strategy is up-to-date and consistent with Government Policy and recommended the 'parking' of these processes in favour of a more wholesale review. Members resolved that the Council undertake a full review of Core Strategy and prepare a new Local Plan. It is anticipated that a new Local Plan for Thurrock could be adopted by 2020.

6.0 ASSESSMENT

6.1 The assessment below covers the following areas:

- I. Principle of the Development (Conformity with Planning Policies)
- II. Traffic Impact, Access and Car Parking
- III. Impact Upon Ecology and Biodiversity
- IV. Design and Layout
- V. Ground Contamination
- VI. Noise and Air Quality
- VII. Energy and Sustainability
- VIII. Flood Risk and Site Drainage
- IX. Viability and Planning Obligations
- X. Other Matters

I. PRINCIPLE OF THE DEVELOPMENT

6.2 The application seeks full planning permission for the residential development of the site. The site lies within a residentially allocated area, is previously developed land and is close Grays Town Centre, one of the Borough's Regeneration Hubs. In addition the LDF Site Specific Allocation and Policies Local Plan Further Issues and Options consultation (January 2013) included the land as a potential housing site. Accordingly, the principle of the development is considered to be sound.

II. TRAFFIC IMPACT, ACCESS AND CAR PARKING

- 6.3 The Highways Officer advises that the principle of the development on this site is supported due to its proximity to local amenity and public transport links. Additionally the proposed layout of dwellings within the site and the number of parking spaces are considered to be acceptable.
- 6.4 The Officer has recommended conditions relating to a Parking Management Strategy, details of improvements to Meesons Lane (including a widened pedestrian footway) and details of the cycle/footway on London Road.
- 6.5 Accordingly, subject to conditions, the proposal is considered to comply with Policies PMD8, PMD9, and PMD10 of the Core Strategy.

III. IMPACT ON ECOLOGY AND BIODIVERSITY

- 6.6 The application site is not located within an area statutorily designated for its ecological or biodiversity interest.
- 6.7 An ecological survey, invertebrate survey and badger survey have been carried out on the site. The site has previously and most recently been used as a gasholder site, which has been cleared and is of limited ecological value. The ecological survey, badger survey and invertebrate survey indicate that the development would not be harmful to the local area.
- 6.8 The proposed development would involve the retention of all the existing woodland to the northern part of the site, but the development of the rest of the site. The woodland area is the part of the site which it is indicated has most ecological value.
- 6.9 Natural England raises no objections to the development.
- 6.10 The Council's Landscape and Ecology Advisor agrees that the majority of the site has limited ecological value. He advises that the grassland species are poor and lacking in structural diversity but notes that it might be of value for reptiles. He therefore recommends a condition for a reptile survey to be undertaken to determine the extent of animals on the site and a translocation scheme to be agreed as required. Similarly, the Advisor recommends a condition to carry out a badger survey with appropriate mitigation; again this matter can be covered by a condition.
- 6.11 With reference to woodland area, the Council's Landscape and Ecology Advisor indicates that this could have some value to be used as public open space, but that would need to be managed and he therefore recommends a Management Plan be submitted as part of the list of conditions.
- 6.12 Subject to the conditions proposed, it is concluded that the impacts of the proposals on ecology and biodiversity interests are acceptable.

IV. DESIGN AND LAYOUT

- 6.13 The application has been subject to two detailed revisions since it was first received in the middle of 2015. During the lifetime of the application the applicant has spent considerable time working with officers to address issues raised. The application has also been subject to a Commission of Architecture and Built Environment (CABE) design review.
- 6.14 The revisions to the scheme related to the form/layout and detailed design matters. The scheme as originally submitted included 19 dwellings having private driveways being served from Meesons Lane with these dwellings backing onto properties within the site.
- 6.15 The main changes to the layout have resulted in all dwellings now being accessed from the main London Road entrance. Although dwellings face out onto Meesons Lane none of the proposed units have vehicular access onto Meesons Lane. This is more appropriate in design terms and will prevent the southern end of Meesons Lane becoming blocked with vehicles using driveways.
- 6.16 The dwellings would back onto one another and would have private amenity spaces to the rear. The flatted blocks have been concentrated where they would look onto the woodland area to make the best use of the views. The flats are also concentrated within the same area to provide a recognisable core to the development.
- 6.17 A live frontage is provided onto London Road with 14 houses directly facing onto London Road and two of the units within the site being orientated onto London Road. This will provide a link between the existing terraces to the east and west and integrates the development into the fabric of the area.
- 6.18 Eight dwellings would face towards Meesons Lane. These would be pairs of dwellings at the end of four of the short cul-de-sacs within the site. These dwellings would provide a new live frontage to Meesons Lane, increasing security for users of Meesons Lane and providing visual interest to pedestrian using Meesons Lane.
- 6.19 The other main improvement that has been made through the process is in relation to the design of the units. The scheme as originally submitted included a mixture of architectural details on both the flats and housing. The quality of the design did not meet the high standards expected and represented a form of development that was considered to be unacceptable.
- 6.20 The CABE review indicated that the wider site context does not provide a strong historic reference or character. The Review suggested that a simpler but more refined architectural style should be adopted for the proposal and that there was the ability to create a unique and distinctive character within the site.
- 6.21 The revised plans address the issues raised; the scheme reflects the traditional terrace forms of the nearby properties and updates this for the twenty first century. The proposed houses have clean, straight detailing providing a modern approach to terraced development. Excessive detailing has been removed, with simple porch canopies, banding to highlight the different floor height and windows of modern design and proportions.

- 6.22 The apartment blocks continue this similar, modern approach with clean lines and modern detailing of the window openings, balconies and entrance doors.
- 6.23 The buildings would be constructed of brick, with render features on the flats and timber features to bring some interests to the houses.
- 6.24 Overall, the design is now considered to be acceptable and of the high quality that the Council seeks to achieve.
- 6.25 Accordingly the proposal is considered to satisfy the relevant criteria of Policies PMD1, PMD2 and CSTP22 of the Core Strategy.

V. GROUND CONTAMINATION

- 6.26 Historically (since the 1950s) the site has been used in connection with gas operations. The land below is made up of sand and gravel. Ground investigation works were undertaken in 2011.
- 6.27 The Council's Environmental Health Officer (EHO) considers that the site will be suitable for residential use provided that a remediation scheme is undertaken. This can be covered by conditions.
- 6.28 The Environment Agency (EA) has also provided detailed comments on the proposals relating to groundwater and contaminated land considerations and advise that planning permission could be granted subject to conditions.

VI. NOISE AND AIR QUALITY

- 6.29 The application site is located adjacent to London Road which is a main link between Grays, West Thurrock and Lakeside beyond. The location of some of the proposed dwellings close to London Road has potential impacts in terms of noise and air quality which need to be considered.

Noise

- 6.30 The Environmental Health Officer (EHO) indicates that the facades of the properties facing London Road will be affected by road traffic noise. He raises no objection to the proposals in this regard, but indicates that a noise survey will be required to assess the impact of road traffic noise on the habitable rooms that face onto London Road. Mitigation measures such as enhanced glazing specification will be likely to be required to reduce internal noise levels to an acceptable level. This issue can be covered by a condition.

Air quality

- 6.31 London Road is part of an Air Quality Management Area (AQMA). The applicant has carried out an Air Quality Assessment (AQA) as part of their application. The plans submitted as part of this assessment shows that the dwellings that face towards London Road fall in part within the AQMA. The rear elevations of the dwellings all lie outside the AQMA.

- 6.32 The submitted AQA suggests two mitigation measures to reduce any impact on the potential receptors: either through (i) sealed windows with an additional form of natural or mechanical ventilation from outside the AQMA or (ii) Air being drawn in from either façade and then passed through filters.
- 6.33 The EHO agrees with the methodology used in the AQA and the findings. In terms of approach he indicates that option (i) above would be preferable as this would have less maintenance issues in the long term. Details of which can be covered be condition.
- 6.34 In the short term, impacts such as noise and pollution created during construction upon nearby residents can be ameliorated by the use of conditions, including Construction Management and Highways Management plans.

VI. ENERGY AND SUSTAINABILITY

- 6.35 Adopted Core Strategy policies PMD12 (Sustainable Buildings) and PMD13 (Decentralised, Renewable and Low Carbon Energy Generation) are relevant to this application. PMD12 required that new dwellings are consistent with Code For Sustainable Homes Level 4 from 2013. However this requirement has since been superseded by Government guidance in March 2015. Policy PMD13 requires that major residential and commercial developments secure 10% of their predicted energy demands from decentralised, renewable or low carbon sources from 2010, increasing to 15% from 2015.
- 6.36 The application is accompanied by a sustainable design and energy statement which provides a pre-assessment for the proposed dwellings and shows that they could comply with the now superseded Code Level 4. It concludes that this Level could be achieved as required by Core Strategy policy.
- 6.37 The applicant's Sustainability Statement considers the energy demands of the development and assesses the potential to include renewable energy technologies. The Strategy concludes that the project will aim to contribute a minimum of 15% of its energy from decentralised and renewable or low-carbon sources. The Strategy assumes that individual houses can accommodate solar photo-voltaic (PV) panels, that energy efficient construction will be used, internal water saving measures, waste minimisation methods will be adopted and surface water management and ecological enhancement will contribute towards sustainability. The strategy concludes that the 10% policy target will be exceeded.

VIII. FLOOD RISK AND SITE DRAINAGE

- 6.38 The southern part of the site is located within the high risk flood zone (Zone 3) and other parts within Zone 2 (although it benefits from the protection of defences located adjacent to the River Thames).
- 6.39 Ground levels at the site vary from a height of 12.01m AOD in the north eastern corner, to 3.5m AOD in the south western corner (with the exception of the quarried section which has a reduced level of 1.5m AOD).
- 6.40 The NPPF seeks to avoid inappropriate development in areas at risk of flooding by directing development away from areas at highest risk. Nevertheless, where

development is necessary it should be made safe without increasing flood risk elsewhere. As noted above, the application site is located within the high risk flood zone (Zone 3). However the River Thames is protected by defences to the 1 in 1000 year standard.

- 6.41 However, as residential development is proposed within Flood Zone 3 (albeit protected by flood defences) Planning Practice Guidance categorises dwellings as 'more vulnerable' development where a Sequential and Exceptions Test are required before development should be approved.
- 6.42 The consultation response received from the Environment Agency raises no objection to the proposal subject to a condition relating to floor levels of the dwellings across the site.
- 6.43 The response from the Flood Risk Manager indicates there is no objection to the proposal subject to the submission of a Drainage Strategy. In addition the Council's Civil Protection Officer raises no objection subject to the submission of a Flood Warning and Evacuation Plan, which can also be covered by a condition.

IX. VIABILITY AND PLANNING OBLIGATIONS

- 6.44 Adopted Core Strategy policy CSTP2 seeks the provision of 35% affordable housing and policy PMD16, seeks planning obligations through S106 agreement (as appropriate) to mitigate the impact of development.
- 6.45 In relation to financial contributions the applicant has agreed to a contribution towards education facilities of just over £1.3m as required by the Education team, an open space contribution of £75,000 as required by the Council's Environment Team and a contribution towards local healthcare facilities of £40,200 as required by the Public Health. The proposal thus complies with Policy PMD16 in this regard.
- 6.46 In relation to affordable housing the applicant provided a financial viability appraisal. The financial information within the appraisal is commercially sensitive, but has been assessed by the Council's appointed independent assessors. The policy requirement is for 35% affordable housing but the applicant's assessment indicates that this level of provision cannot be met at this time.
- 6.47 On the basis of the current market conditions the applicant has indicated that 16% of the units can be provided as affordable units. The Council's independent assessors have reviewed the documents and advise that they agree with this assessment. As with other similar schemes, they advise that a review mechanism is implemented and carried out if the scheme has not reached slab level (in this instance on 20 plots) within 2 years of consent being granted. Subject to the inclusion of such a review mechanism in the 106 agreement, it is considered that the Council would not be in a position to object on the grounds of the proposed level of affordable housing provision.

X. OTHER MATTERS

- 6.48 The response from the Health and Safety Executive (HSE) raises concern about the proposal due to existing Hazardous Substance Consents (HSC) which have

been granted on the land. All the equipment used to store substances on the land has been removed and accordingly this matter is a technicality. These consents however remain and will not be removed unless an application to revoke the consent is made. The decision to revoke any consents would be made by the Secretary of State.

- 6.49 The response from the Archaeology team at Essex county Council recommends a watching brief in case there is material of any interest. This could be covered by an appropriate condition.

7.0 CONCLUSIONS AND REASONS FOR APPROVAL

7.1 This planning application seeks full planning permission for the residential development of the site. The site lies within a residentially allocated area, is previously developed land and is close to one of the major regeneration hubs in the Borough. In addition the LDF Site Specific Allocation and Policies Local Plan Further Issues and Options consultation (January 2013) included the land as a potential losing site. Accordingly the principle of the development is sound.

7.2 The proposal would lead to an increase in vehicles using the highway. However the proposed access point, layout and parking provision is considered to be acceptable and compliant with Council policy.

7.3 The design and layout has been significantly improved since the application was originally submitted and is now of a high standard that would be acceptable given the size and location of the site.

7.4 Other matters such as noise, archaeology, ecology, flood risk and contamination could be dealt with by appropriate conditions.

7.5 The applicant is contributing toward local healthcare, provision of play equipment, affordable housing and education.

8.0 RECOMMENDATION

APPROVAL of planning permission, subject to:

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

- NHS Health Contribution - £40,200;
- Open Space Contribution - £75,000;
- Education Contribution - £1,332,979.02
- 16% of units to be affordable housing
- A financial viability review mechanism for affordable housing if slab level has not been reached on 20 units in 2 years

- ii) the following planning conditions:

Time Limit

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

REASON: In order to comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

Accordance with Plans

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

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

Details of Materials and Samples

3. Notwithstanding the information on the approved plans, no development above ground level shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in strict accordance with the approved details unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of visual amenity and to ensure that the proposed development is satisfactorily integrated with its surroundings in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

No extensions or roof alterations without permission

4. Notwithstanding the provisions of Schedule 2 Part 1 Classes A, B, and C of the Town & Country Planning [General Permitted Development] Order 2015 [or any order revoking and re-enacting that Order with or without modification] no extensions or roof alterations shall be carried out to the building[s] hereby permitted.

REASON: In the interests of amenity and to ensure that the proposed development is satisfactorily integrated with its immediate surroundings and does not impact on the amenities of neighbours in accordance with Policies PMD1 and PMD2 of the Adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development DPD [2011].

Communal TV Aerials/Satellite

5. Notwithstanding the provisions of the Town & Country Planning [General Permitted Development] Order 1995 [or any order revoking or re-enacting that Order with or without modification] the flats hereby permitted shall be equipped with a communal satellite dishes. Details of the number, size, external appearance and the positions of the satellite dishes shall be submitted to and agreed in writing by the local planning authority prior to the installation of such systems. The agreed communal

satellite dish systems shall be installed prior to the residential occupation of the flats and thereafter retained. Notwithstanding the provisions of the Town and Country Planning [General Permitted Development] Order 1995 [or any Order revoking or re-enacting that Order with or without modification] other than those agreed by way of the above scheme, no additional satellite dishes or aerials shall be fixed to the building comprising the flats hereby permitted without the prior written approval of the local planning authority.

REASON: In the interests of visual amenity and to ensure that the development can be integrated within its immediate surroundings in accordance with Policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Public Open Space Management

6. Prior to the first residential occupation a management plan to describe the proposals for the management and maintenance of the areas of public open space within the development has been submitted to and approved in writing by the local planning authority. Thereafter these areas shall be permanently managed and maintained in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

REASON: In order to ensure the appropriate management and maintenance of open space on the site in accordance with Policy PMD5 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Drainage Strategy (FRM)

7. No development shall take place until a detailed surface water drainage scheme based on the submitted document "Proposed Drainage Strategy' (Job No 1481, dated 19.06.2015)" has been submitted to and approved in writing by the Local Planning Authority. Where a sustainable drainage system is to be provided, the submitted details shall:
 - I. Provide information about the design, storm period and intensity, the method employed to delay and control the surface water discharge from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters
 - II. Include a period for its implementation; and
 - III. Provide a management and maintenance plan of the development which shall include the arrangements for adopted by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

REASON: To prevent environmental and amenity problems arising from flooding.

Floor Levels (EA)

8. Habitable accommodation shall be restricted to the internal finished floor levels of 5.95m AOD and above.

REASON: To reduce the flood risk to the occupants of the development.

FWEP (TBC)

9. Prior to the first occupation of any building a Flood Evacuation and Emergency Response Plan for the development shall be submitted to and approved in writing by the local planning authority. The approved measures within the Plan shall be operational upon first occupation of the development and shall be permanently maintained thereafter.

REASON: In order to ensure that adequate flood warning and evacuation measures are available for all users of the development in accordance with Policy PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Landscaping

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

REASON: To ensure that the proposed development is satisfactorily integrated with its immediate surroundings and provides for landscaping as required by policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

Landscape Protection

11. All trees, shrubs and hedgerows to be retained on the site shall be protected by chestnut paling or Heras fencing [as approved in writing by the Local Planning Authority] fencing for the duration of the demolition and construction period at a distance equivalent to not less than the spread from the trunk. Such fencing shall be erected prior to the commencement of any works on the site. No materials, vehicles, fuel or any other ancillary items shall be stored or buildings erected inside this fencing; no changes in ground level may be made or underground services installed within the spread of any tree or shrub [including hedges] without the previous written consent of the local planning authority.

REASON: To ensure that all existing trees are properly protected, in the interests of visual amenity and to accord with policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Boundary Treatments

12. No development above ground level shall take place until] there has been submitted to and approved in writing by the local planning authority details of the locations, heights, designs, materials and types of all boundary treatments to be erected on site. The boundary treatments shall be completed in accordance with the approved details before the occupation of the buildings in accordance with a timetable agreed in writing with the local planning authority.

REASON: In the interests of visual amenity, privacy and to ensure that the proposed development is satisfactorily integrated with its immediate surroundings as required by policies CSTP22 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Contaminated Land (EA)

13. No development approved by this planning permission (or at other date or stage as may have been previously approved in writing by the Local Planning Authority) shall take place until as scheme that includes the following components to deal with the risks associated with the contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

- I) A preliminary risk assessment which has identified: a) All previous uses; b) potential contaminants associated with those uses; c) a conceptual model of the site indicating sources, pathways and receptors, potentially unacceptable risks arising from contamination of the site.
- II) A site investigation scheme, based on (I) above to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- III) The results of the site investigation and detailed risk assessment referred to in (II) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- IV) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (III) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved

REASON: To protect and prevent the pollution of controlled waters (particularly the Secondary and Principal aquifers and EU Water Framework Directive Drinking Water Protected Area) from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF; paragraphs 109 and 121), EU Water Framework Directive, Anglian River Basin Management Plan and Environment Agency Groundwater Protection: Principles and Practice (GP3 v.1.1, 2013) position statements A4 – A6, J1 – J7 and N7.

Contaminated Land (EA)

14. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

REASON: To protect and prevent the pollution of controlled waters (particularly the Secondary and Principal aquifers and EU Water Framework Directive Drinking Water Protected Area) from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF; paragraphs 109 and 121), EU Water Framework Directive, Anglian River Basin Management Plan and Environment Agency Groundwater Protection: Principles and Practice (GP3 v.1.1, 2013) position statements A4 – A6, J1 – J7 and N7.

Contaminated Land (EA)

15. No development should take place until a long-term monitoring and maintenance plan in respect of contamination including a timetable of monitoring and submission of reports to the Local Planning Authority shall be submitted to and approved in writing by the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to and approved in writing by the Local Planning Authority. Any necessary contingency measures shall be carried out in accordance with the details in the approved reports. On completion of the monitoring specified in the plan a final report demonstrating that all long-term remediation works have been carried out and confirming that remedial targets have been achieved shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To protect and prevent the pollution of controlled waters (particularly the Secondary and Principal aquifers and EU Water Framework Directive Drinking Water Protected Area) from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF; paragraphs 109 and 121), EU Water Framework Directive, Anglian River Basin Management Plan and Environment Agency Groundwater Protection: Principles and Practice (GP3 v.1.1, 2013) position statements A4 – A6, J1 – J7 and N7.

Contaminated Land (EA)

16. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

REASON: To protect and prevent the pollution of controlled waters (particularly the Secondary and Principal aquifers and EU Water Framework Directive Drinking Water Protected Area) from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF; paragraphs 109 and 121), EU Water Framework Directive, Anglian River Basin Management Plan and Environment Agency Groundwater Protection: Principles and Practice (GP3 v.1.1, 2013) position statements A4 – A6, J1 – J7 and N7.

Contaminated Land (EA)

- 17 No infiltration of surface water drainage into the ground is permitted unless otherwise agreed as part of the “Proposed Drainage Strategy” under condition 7 and where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

REASON: To protect and prevent the pollution of controlled waters (particularly the Secondary A and Principal aquifers and EU Water Framework Directive Drinking Water Protected Area) in line with National Planning Policy Framework (NPPF; paragraphs 109, 121), EU Water Framework Directive, Anglian River Basin Management Plan and Environment Agency Groundwater Protection (GP3 v.1.1, 2013) position statements G1, G9 to G13, N7 and N10. The water environment is potentially vulnerable and there is an increased potential for pollution from inappropriately located and/or designed infiltration sustainable drainage systems (SuDS) such as soakaways, unsealed porous pavement systems or infiltration basins

Piling (EA)

- 18 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.
<http://webarchive.nationalarchives.gov.uk/20140328084622/http://cdn.environmentagency.gov.uk/scho0501bitt-e-e.pdf>

REASON: Piling or other penetrative ground improvement methods can increase the risk to the water environment by introducing preferential pathways for the movement of contamination into the underlying aquifer and/or impacting surface water quality.

Decentralised, Renewable & Low Carbon Energy

19. Prior to the construction above ground level of any Phase and of the Outline Part details of measures to demonstrate that the Phase or Outline Part will achieve the generation of at least 10% of their energy needs through the use of decentralised, renewable or low carbon technologies shall be submitted to and approved in writing by the local planning authority. The approved measures shall be implemented and operational upon the first use or occupation of the buildings in relation to each Phase and Outline Part and shall thereafter be retained in the agreed form unless

otherwise agreed in writing by the local planning authority.

REASON: To ensure that development takes place in an environmentally sensitive way in accordance with Policy PMD13 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

Construction & Highways Environmental Management Plan (CHEMP)

20. No demolition or construction works shall commence until a Construction Highways Environmental Management Plan [CHEMP] has been submitted to and approved in writing by the local planning authority in writing. The CHEMP should contain or address the following matters:

- (a) Hours and duration of works on site and hours and duration of any piling operations,
- (b) Vehicle haul routing in connection with construction, remediation and engineering operations,
- (c) Wheel washing and sheeting of vehicles transporting loose aggregates or similar materials on or off site,
- (d) Details of construction access;
- (e) Location and size of on-site compounds [including the design layout of any proposed temporary artificial lighting systems]
- (f) Details of any temporary hardstandings and methods for drainage thereof;
- (g) Details of temporary hoarding;
- (h) Method for the control of noise with reference to BS5228 together with a monitoring regime
- (i) Measures to reduce vibration and mitigate the impacts on sensitive receptors together with a monitoring regime
- (j) Dust and air quality mitigation and monitoring,
- (k) Water management including waste water and surface water discharge, including in connection with any temporary hardstanding,
- (l) Method statement for the prevention of contamination of soil and groundwater and air pollution, including the storage of fuel and chemicals,
- (m) A Site Waste Management Plan,
- (n) Ecology and environmental protection and mitigation,
- (o) Community liaison including a method for handling and monitoring complaints, contact details for site managers.
- (p) details of security lighting layout and design;
- (q) a procedure to deal with any unforeseen contamination, should it be encountered during development.
- (r) Road condition surveys before demolition and after construction is completed; with assurances that any degradation of existing surfaces will be remediated as part of the development proposals. Extents of road condition surveys to be agreed as part of this CHEMP

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

REASON: In order to minimise any adverse impacts arising from the construction of the development in accordance with Policy PMD1 of the Adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of

Development DPD [2011] and in the interests of highways safety in accordance with Policy PMD2 of the Core Strategy.

Demolition & Construction Working Hours

21. No demolition or construction works in connection with the development hereby permitted shall take place on the site at any time on any Sunday or Bank / Public Holiday, nor on any other day except between the following times:

Monday to Fridays 0800 – 1900 hours and
Saturdays 0800 – 1300 hours

unless the prior written approval of the local planning authority has been obtained.

REASON: In the interest of protecting surrounding residential amenity and in accordance with Policy PMD1 of the Adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development DPD (2011).

Impact Piling

22. No impact piling shall take place until a scheme detailing the proposed method of impact piling, the proposed days / hours of impact piling and the proposed duration of impact piling has been submitted to, and approved in writing by the local planning authority. Impact piling operations shall only take place in accordance with the agreed scheme.

REASON: To ensure that the development does not have a detrimental effect on the amenities and enjoyment of residential properties or other commercial operators in the vicinity of the site in accordance with Policy PMD1 of the Adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development DPD (2011).

Lifetime Homes

23. Unless otherwise agreed in writing by the local planning authority, the dwellings on the site shall meet Lifetime Homes standards.

REASON: In order to produce flexible, accessible and adaptable homes appropriate to diverse and changing needs in accordance with Policy CSTP1 of the Adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development DPD (2011).

Bin Storage

24. Prior to any development above ground level plans detailing the number, size, location, design and materials of bin stores to serve the residential development together with details of the means of access to bin stores shall be submitted to and agreed in writing with the local planning authority. The agreed bin storage shall be provided prior to the first occupation of any of the dwelling(s) within the Outline Part and shall be permanently retained in the form agreed.

REASON: In the interests of residential amenity and to ensure that the development can be integrated within its immediate surroundings in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

Highways Access Construction Specification

25. Details shall be submitted showing the layout, dimensions and construction specification of the proposed access to the highway, such details shall be approved by the Local Planning Authority before occupation of the development hereby permitted and thereafter implement in accordance with an agreed phasing plan.

REASON: In the interests of highway safety and efficiency.

Roads and footpaths prior to occupation

26. Prior to the occupation of any dwelling, the proposed estate road(s), footways and footpaths, turning spaces and driveways (where applicable) between the dwelling(s) and the existing highway, shall be properly consolidated and surfaced to the satisfaction of the Local Planning Authority. The footways and footpaths between any dwelling and the existing highway shall be complete within six months from the date of occupation of the dwelling.

REASON: In the interests of highway safety and amenities of the occupiers of the proposed residential development.

Sight Splays (Individuals Plots)

27. Before any dwelling vehicle access is first used, clear to ground level sight splays of 1.5 metres x 1.5 metres from the back of the footway shall be laid out either side of the proposed access within the site and maintained at all times.

REASON: In the interests of highway safety.

Parking Management Strategy

28. Prior to the first residential occupation a Parking Management Strategy shall be submitted to and approved in writing by the Local Planning Authority. This strategy shall include details of designated on-street parking areas and those areas that will be restricted with no on-street parking.. The agreed strategy shall be implemented on site simultaneously with the occupation of each phase of the development.

REASON: The development has been assessed in accordance with LDF Policy PMD8 Parking Standards; in the interests of highways amenity and efficiency.

Sight Splays (London Road)

29. Sight splays of 2.4 metres x 43 metres shall be provided at the proposed access on to London Road. Sight splays within the development and at junctions shall be no less than 2.4 metres x 33 metres, with forward visibility sight splays within the

development being no less than an envelope of 25m. These standards shall be thereafter maintained at all times so that no obstruction is present within such area above the level of the adjoining highway carriageway.

REASON: In the interests of highway safety and efficiency.

Garages/car ports for parking of cars only

30. Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 2015 and Section 55 of the Town and Country Planning Act 1990, any garage hereby approved/permitted shall only be used for the parking of cars in connection with the residential use of that dwelling and for no other purposes whatsoever.

REASON: To ensure that satisfactory off-street car parking provision is made in accordance with the Local Planning Authority's standards and in the interests of highway safety.

Widening of Footpath on Meesons Lane

31. Within 4 months of commencement of development hereby approved details of the increase in footway width along the eastern side of Meesons Lane adjacent of the site frontage to provide a footway width of at least 2.5m from the kerb edge shall be submitted to and approved in writing by the LPA. The approved scheme shall be implemented prior to the occupation of any dwelling that has a boundary to the frontage of this scheme.

REASON: To ensure that satisfactory provision is made for pedestrians in the interests of highway safety.

Travel Plan

32. No development shall be occupied or brought into beneficial use until such time that a Travel Plan for that Phase and the Outline Part as the case may be, based on the Residential Travel Plan (as revised) has been submitted to and approved by the local planning authority. The approved measures for each shall be implemented upon the first operational use any phase of the development and shall be permanently kept in place unless otherwise agreed in writing by the local planning authority. Upon written request, the applicant or their successors in title shall provide the local planning authority with written details of how the agreed measures contained in the Travel Plan for any Phase being undertaken at any given time.

REASON: To reduce reliance on the use of private cars in the interests of Sustainability, highways safety and amenity in accordance with Policy PMD10 of the adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development DPD (2011).

Archaeology (Trial Trenching)

33. No development or groundworks of any kind shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant,

and approved by the planning authority

REASON: In the interests of the historical integrity of the site.

Air Quality

34. Prior to any development above ground level on plots 1 to 4 (inc), 47-51 (inc), 94, 95, 98-102 (inc) details shall be submitted to and approved in writing by the Local Planning Authority dealing with methods to deal with the air quality issued identified in the Air Quality Assessment submitted by gem Air Quality Limited. For the avoidance of doubt the Council would expect the system to utilise clean air being drawn into the properties from the rear to ensure that future residential occupiers experience air quality levels in accordance with air quality objective levels in operation at the time of the updated assessment.

REASON: To protect the amenities of future residential occupiers in accordance with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2011).

Noise Survey

35. Prior to construction of the dwellings on plots 1 to 4 (inc), 47 – 51 (inc), 94, 95, 98-102 (inc) (for the purposes of this condition construction shall exclude site clearance, demolition, remediation and groundworks) hereby approved, a scheme for noise insulation of the proposed dwellings shall be submitted to and agreed in writing with the local planning authority. The scheme shall assess the noise impact from London Road upon the proposed dwellings and shall propose appropriate measures so that all habitable rooms will achieve 'good' internal levels as specified by BS8233:2014. The scheme shall identify and state the glazing specifications for all the affected windows, including acoustic ventilation, where appropriate. The approved measures shall be incorporated into the residential units in the manner detailed prior to their residential occupation and shall thereafter be permanently retained as approved unless otherwise agreed in writing with the local planning authority.

REASON: To protect the amenities of future residential occupiers and to ensure that the development can be integrated within its immediate surroundings in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Reptile Survey and Translocation

36. Prior to the commencement of development which includes for the purposes of this condition works of demolition, a reptile survey should be undertaken to determine the extent of population of animals present and a suitable translocation scheme to remove the animal from the site shall be submitted to and approved in writing by the local planning authority. The capture and translocation of reptiles shall be undertaken in accordance with the approved scheme, unless otherwise agreed in writing by the local planning authority.

REASON: In order to ensure that the interests of protected species are addressed in accordance with the Wildlife and Countryside Act 1981.

Badger Survey

37. Prior to the commencement of development which includes for the purposes of this condition works of demolition, a badger survey, as detailed in the submitted report "Badger Survey, National Gird Site London Road" by SES March 2015, shall be undertaken to confirm that the setts outside the woodland are disused and suitable mitigation plan developed based on the survey results, shall be submitted to and approved in writing by the local planning authority.

REASON: In order to ensure that the interests of protected species are addressed in accordance with the Wildlife and Countryside Act 1981.

Breeding Birds

38. Demolition and clearance of vegetation or other potential bird nesting sites for each Phase and the Outline Part shall not be undertaken within the breeding season of birds (i.e. from 1st March to the 31st July) except where a suitably qualified ecological consultant has confirmed in writing to the local planning authority that such clearance works would not affect any nesting birds. In the event that an active bird nest is discovered outside of this period and once works have commenced for each Phase and the Outline Part, then a suitable standoff period and associated exclusion zone shall be implemented until the young have fledged the nest.

REASON: To ensure effects of the development upon the natural environmental are adequately mitigated and in order to comply with LDF Policy PMD7.

Removal of HSC

49. None of the dwellings hereby permitted shall be occupied until such time as Hazardous Substances Consent: 02/00788/HSC has been formally revoked.

REASON: In the interests of health and safety.

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



