

<p><b>Reference:</b> 21/02190/FUL</p>	<p><b>Site:</b> Land Adjoining Tamarisk Road South Ockendon Essex</p>
<p><b>Ward:</b> Ockendon</p>	<p><b>Proposal:</b> Erection of five buildings to provide 38 residential apartments (Use Class C3) with car parking, cycle parking, new primary and secondary vehicular accesses, soft and hard landscaping including amenity space and associated works</p>

<b>Plan Number(s):</b>		
Reference	Name	Received
SSSOX-BPA-ZZ-XX-DR-A-P0000	Site Location Plan A	29 December 2021
SSSOX-BPA-ZZ-XX-DR-A-P0010 Rev A	Existing Site Plan	29 December 2021
SSSOX-BPA-ZZ-XX-DR-A-P0300	Existing Site Sections	29 December 2021
SSSOX-BPA-ZZ-XX-DR-A-P1101 Rev B	Proposed Site Plan	26 August 2022
SSSOX-BPA-ZZ-XX-DR-A-P1110 Rev B	Proposed Ground +First Floor Plans	26 August 2022
SSSOX-BPA-ZZ-XX-DR-A-P1111	Proposed Second +Third Floor Plans	29 December 2021
SSSOX-BPA-ZZ-XX-DR-A-P1112	Proposed Roof Plan	29 December 2021
SSSOX-BPA-ZZ-XX-DR-A-P1200 Rev A	Proposed Site Elevations	26 August 2022
SSSOX-BPA-ZZ-XX-DR-A-P1300	Proposed Site Sections	29 December 2021
SSSOX-BPA-ZZ-XX-DR-A-P1501	Mews Street Visualisations	29 December 2021
SSSOX-BPA-ZZ-XX-DR-A-P1500	Tamarisk Road Visualisations	29 December 2021
SSSOX-BPA-ZZ-XX-DR-A-P2300	Proposed Dwelling Numbers and Block Layouts	29 December 2021

SSSOX-BPA-ET-XX-DR-A-P3100	Eastern Typology Plans	29 December 2021
SSSOX-BPA-ET-XX-DR-A-P3101	Eastern Typology Elevations	29 December 2021
SSSOX-BPA-ET-XX-DR-A-P3102	Eastern Typology Sections	29 December 2021
SSSOX-BPA-WT-XX-DR-A-P3110	Western Typology Plans	29 December 2021
SSSOX-BPA-WT-XX-DR-A-P3111 Rev A	Western Typology Elevations	26 August 2022
SSSOX-BPA-ET-XX-DR-A-P3112	Western Typology Sections	29 December 2021
SSSOX-BPA-ST-XX-DR-A-P3120	Southern Typology Plans	29 December 2021
SSSOX-BPA-ST-XX-DR-A-P3121 Rev A	Southern Typology Elevations	26 August 2022
SSSOX-BPA-ET-XX-DR-A-P3122	Southern Typology Sections	29 December 2021

The application is also accompanied by:

- Acoustic Assessment Report, ref:11453.RP01.AAR.0, RBA Acoustics, 15 December 2021
- Air Quality Assessment, ref: AS-21-1218-RPT-01 Rev 1, Atmospheric Solutions, 9 December 2021
- Arboricultural Impact Assessment and Method Statement, ref: PRI23585aia\_ams, ACD Environmental, 7 January 2022
- Daylight and Sunlight Report, ref: L210418/PS/G8, Calford Seadon, December 2021
- Design and Access Statement Rev A, Bell Phillips Architects, 17 December 2021, Parts 1 – 3
- Drainage Strategy, ref: 5504, Holloway Jennings, December 2021
- Ecological Impact Assessment, ref: bpthur/2005007, ACD Environmental, 22 December 2021
- Energy Strategy Proposals, Ref: C210090/A1/0002 YP/II/G81 Rev 1, Calford Seadon, December 2021

- Exterior Lighting Note, Calford Seadon
- Flood Risk Assessment, ref: GEOL21-8669, Issue 2, GEOL Consultants Ltd. 21 December 2021 – Parts 1 – 3
- Land Contamination Report- Phase 1, ref: GEOL21-8669, GEOL Consultants Ltd. 17 December 2021 – Parts 1 – 7
- Landscape Statement, ref: 5490-OOB-XX-XX-RP-L-0001 Rev P06, Oobe, December 2021, Parts 1 and 2
- Network Rail Note, ref: K210412 /C4/0005, Calford Seadon, 1 December 2021
- Planning and Affordable Housing Statement, DLBP, December 2021
- Structural Design Extent, Holloway Jennings, December 2021
- Sustainable Design and Construction Statement, ref: C210090/A1/0003 YP/II/G81 Rev: 1, Calford Seadon, December 2021
- Transport Statement, ref: bpthur/2005007 2<sup>nd</sup> Issue, Motion, 9 December 2021, Parts 1 – 4 & Addendums October 2022 and January 2023
- Tree Survey and Plan, ref: PRI23585ts, ACD Environmental, 20 December 2021
- Viability Report, Town Centre Regeneration, February 2022

**Applicant:**  
Major Commercial

**Validated:**  
29 December 2021  
**Date of expiry:**  
21 August 2023 (Extension of time agreed with applicant)

**Recommendation:** Approve, subject to conditions and s106 Legal Agreement

## 1.0 BACKGROUND

- 1.1 At the meeting of the Planning Committee held on 13 July 2023 Members considered a report assessing the above proposal. The report recommended that planning permission be approved.
- 1.2 A copy of the report presented to the July Committee meeting is attached.

- 1.3 At the July Committee meeting Members were minded to refuse planning permission for the proposed development based upon the following reasons:
- 1 Design, size, scale and appearance of the development, and concern that it would be out of character with street scene including the nearby Flowers Estate
  - 2 Impact on Healthcare, and the level of contributions towards local healthcare provisions requested by Mid and South Essex NHS
  - 3 Level of parking
  - 4 Noise/insulation of units that back on to the railway line and the quality of the build
- 1.4 In accordance with Part 3(b) – Planning Committee Procedures, and in particular Paragraphs 7.2 and 7.3 of the Constitution, the Committee agreed that the item should be deferred to enable a further report outlining the implications of making a decision contrary to the Planning Officer’s recommendation to be brought to Members. This report also assesses the reasons for refusal formulated by the Committee.

## **2.0 CONSULTATION AND REPRESENTATIONS**

- 2.1 Since the previous Planning Committee report was published there have been the following additional representation.
- 2.2 MID AND SOUTH ESSEX NHS – Due to rising costs, the contribution figure is now £19,600.

## **3.0 PLANNING UPDATES, ASSESSMENT & IMPLICATIONS**

- 3.1 The information below seeks to assess the reasons for refusal that were raised at the July Planning Committee meeting.
- 3.2 1. Design, size, scale and appearance of the development and impact upon character of the area

The proposal would feature a mix of dwellings and flats that would be three storeys (10.75m) and four storeys (13.95m) in height and would be located to the immediate western side of Tamarisk Road.

The Flowers Estate houses are primarily two storeys (approximately 7.5m) in height and are all located to the immediate eastern side of Tamarisk Road. The Flowers Estate was originally built in the late 1960s in response to the post-war housing crisis, when these more modern pre-fabricated houses were constructed to replace the original prefabs from the late 1940s used to house families that were forced to relocate from the East End of London and other parts of West Essex. The Flowers Estate design and character is distinct, and mainly comprises of blocks of 8 terraced dwellings laid out parallel to Tamarisk Road and to each other. The character of the eastern side of Tamarisk Road is one of generous separation distances between the terraced rows and of spacious landscaping and amenity areas between the terraces.

- 3.3 The character of the western side of Tamarisk Road is entirely different to that of the Flowers Estate. With exception to the Ockendon Railway Station buildings, the context and setting of the application site is one bordered by the railway line to the west, along with the three to five storey apartments and properties forming part of the Arisdale Avenue development to the immediate west and southwest, and the Next Distribution Centre to the immediate west. Both the Arisdale Avenue development and the nearby distribution centre are higher than the proposals.
- 3.4 Given that the proposal would be viewed from the east, south and north as being in the context of these taller developments, particularly the Arisdale Avenue development, it would not be considered out of character or incongruous to have a three and four storey development at the application site. The size, scale and massing of the proposals would therefore be considered acceptable.
- 3.5 It is not considered that the proposal would detract from the architectural integrity of the Flowers Estate as the proposal is on the western fringe of Tamarisk Road and physically separated by the highway from the Estate. It would not, therefore, affect the appearance, legibility or integrity of the character of the Flowers Estate. It is considered that the development would positively contribute to the character and overall appearance of the area and to the neighbouring South Ockendon train station. The design has evolved through discussions with the Council's Urban Design Officer and are from a reputable architect practice. The conclusion of the design team is that *the scheme is complimentary to its context and could read as part of the existing area, tying into the grain of the Flowers Estate, and the brickwork of Ockendon train station.*
- 3.5 With respect to the layout and density, the proposal would have a density of 76 dwellings per hectare. Policy CSTP1 states that a housing density of at least 60 dwellings per hectare is sought in accessible areas such as this. Due to the proximity of the proposal to Ockendon railway station a higher density than the prevailing form of existing development to the east of the site is considered appropriate. Within the NPPF (par 125) states *Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low*

*densities, and ensure that developments make optimal use of the potential of each site.* The overall medium to high density would be considered appropriate and acceptable for the location.

- 3.6 The design and character of the proposal are considered to be a positive addition to the area. The NPPF requires the presumption in favour of residential development where a Council cannot demonstrate a 5 year housing supply. Thurrock does not have a 5 year housing supply. Members therefore need to consider whether the impact of the proposal would amount to a 'significant and demonstrable' level of visual harm to the character of the area.
- 3.7 2. Impact on Healthcare, and the level of contributions towards local healthcare provisions requested by Mid and South Essex NHS
- 3.8 Officers have been in communication with the NHS (Mid and South Essex) in relation to the healthcare contribution. Current capacity in GP surgeries is calculated using nationally accepted standards of floor space in GP surgeries. The optimal space for GP surgeries in Mid and South Essex based on the Department for Health guidance in "Health Building Note 11-01: facilities for Primary and Community Care Services, is 120m<sup>2</sup> per 1750 patients. The number of patients used is the current weighted list size based on the Carr-Hill formula, a figure that more accurately reflects the need of a practice in terms of resource and space and may be slightly lower or higher than the actual patient list. The floor space used in the calculation is the current net internal area occupied by the practice.
- 3.9 The contribution requested is the cost of providing the additional floor space needed for the number of residents likely to be generated by the development in question. The number of residents is based on Thurrock Council's average household size of 2.5 taken from the 2011 Census: Rooms, bedrooms and central heating, local authorities in England and Wales. The amount of floor space required is 120m<sup>2</sup> per 1750 patients, as described above, and the cost multiplier for providing floor space is currently £2,300. This is based on the standard m<sup>2</sup> cost multiplier for primary healthcare in the East Anglian Region from the BCIS Public Sector Q3 2015 price & cost index, adjusted for professional fees, fit out and contingency budget.
- 3.10 In summary, the NHS (Mid and South Essex) has advised that the contributions of £19,600 is calculated on the basis of the GP floor space needed for the number of residents likely to be generated by the proposals. The NHS (Mid and South Essex) has also advised that in this particular planning application it considers that the amount required would be utilised towards the benefit of patients of the Primary Care Network operating in the area. This may be achieved through any

combination of extension, reconfiguration or relocation of doctor surgery premises locally.

### 3.11 3. Level of Parking

Members were concerned with the level of parking provision which would be proposed. The site is in an area of *medium accessibility*. Whilst it is extremely close to a railway station, it is not within an existing Controlled Parking Zone (CPZ) and the broader section of Tamarisk Road is within a CPZ. Whilst the application site itself is not within a residents permit parking scheme, all the adjacent roads are, resulting in a high level of on-street car parking control. The development is close to frequent bus services.

- 3.12 In terms of car parking, the proposal would provide 32 spaces which equates to 0.84 spaces per unit; this is below the adopted parking standards but Highways Officers have advised that the slight shortfall could be adequately mitigated by a contribution for a car club which would be operated as part of this development, on the public highway.
- 3.13 Car clubs work by providing members access to a car on a short-term rental basis, charging by the hour or the day. Cars are booked online or by phone and then unlocked from a designated bay in the local neighbourhood. A car club offers the convenience of being able to use a car for trips that cannot easily be made by public transport, cycling or walking. Car clubs provide access to a car without the need to own one and members consequently benefit from cost savings in terms of car tax, fuel, MOT, car servicing and so on. Car club cars are more environmentally friendly, emitting over 20% less carbon dioxide per kilometre than the average car, as they are used more efficiently. It is estimated that one car club car replaces over 20 private cars, helping to reduce congestion and free up parking spaces.
- 3.14 The inclusion of the implementation of a Traffic Regulation Order (TRO) for car club bays, and the provision of car club facilities for at least one vehicle, would be included in the s106 at a cost provision of £40,000 which the applicant has agreed to. The addition of one space, albeit on the public highway, would not meet parking standards in isolation; however, as a car club parking space would benefit more than one household and the wider community it would be considered acceptable. Cycle storage would be provided with one cycle space per dwelling which meets Council policy requirements.
- 3.15 In terms of managing car parking within the site, to ensure that there is no parking in areas which are not designated, the applicant has agreed to an appropriate car

parking management condition which has been imposed under condition 20.

- 3.16 The flats are located in highly sustainable location. The Council declared a climate emergency at the Meeting of Council on 23 October 2019, and that its Carbon Management Plan sets a target to reduce carbon emissions from its activities by 29% by 2018 and by 50% by 2027. Tackling climate change and reducing carbon emissions would only be achieved if there is a step change (modal shift) away from the use of private car to other more sustainable modes of travel, such as trains. Consequently, the level of parking provision and the control of parking at the site would be considered to be acceptable and there are no highway objections.

- 3.17 4. Noise/insulation of units for those that back on to the railway line and the quality of the build

At the July Planning Committee, Members expressed concern over the level of noise insulation proposed to serve the properties facing the railway line. The Council's Environmental Health Officer has since further confirmed there would need to be the acoustic attenuation of the railway noise. Their expert view is that an enhanced configuration of 10/12/4 double glazing for rooms overlooking the railway line, including the north and south facades of the development adjacent to the railway, would be required. This additional noise attenuation via varying the thickness of the glass in the windows to this higher standard would, in the view of the Environmental Health Officer, ensure the amenities of the occupiers of these properties using the rooms closest to the railway line would be acceptable. Standard double glazing has also been advised as acceptable for the other areas of the development. The specific recommended minimum standard of glazing must be installed at the relevant facades of the proposed housing and will be secured by appropriate planning condition. The Environmental Health Officer has advised that there would be no need for triple glazing.

- 3.18 The quality of the proposed build was raised by members at the last meeting. The actual building standard and structural details of the build is controlled by other separate legislation. Buildings at a similar proximity to railway lines are commonplace and the management of this is not a planning consideration.

#### **4.0 CONCLUSION**

The NPPF states that where a Council cannot demonstrate a five-year supply of deliverable housing land to meet the needs of its residents, the 'tilted balance' in favour of sustainable development is engaged, and significant weight must be afforded to the delivery of new homes in the overall planning balance when making a decision on a planning application for housing. The adverse impacts of the



proposal would need to significantly and demonstrably outweigh the benefits of the delivery of housing. It is not considered this is the case, and the significant benefits of the proposal in this sustainable location clearly outweigh any negative effects. Therefore, the recommendation remains one of approval for the reasons stated in 7.0 of the July Planning Committee report.

**5.0 RECOMMENDATION**

Approve, subject to the following:

A) 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:

- Education (Nursery and Secondary levels only) contribution of £32,895.64
- Healthcare contribution of £19,600
- Car club and related matters contribution of £40,000

B) the following planning conditions:

**TIME LIMIT**

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

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

**APPROVED PLANS**

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

<b>Plan Number(s):</b>		
Reference	Name	Received
SSSOX-BPA-ZZ-XX-DR-A-P0000	Site Location Plan A	29 December 2021
SSSOX-BPA-ZZ-XX-DR-A-P0010 Rev A	Existing Site Plan	29 December 2021

SSSOX-BPA-ZZ-XX-DR-A-P0300	Existing Site Sections	29 December 2021
SSSOX-BPA-ZZ-XX-DR-A-P1101 Rev B	Proposed Site Plan	26 August 2022
SSSOX-BPA-ZZ-XX-DR-A-P1110 Rev B	Proposed Ground +First Floor Plans	26 August 2022
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SSSOX-BPA-ZZ-XX-DR-A-P1112	Proposed Roof Plan	29 December 2021
SSSOX-BPA-ZZ-XX-DR-A-P1200 Rev A	Proposed Site Elevations	26 August 2022
SSSOX-BPA-ZZ-XX-DR-A-P1300	Proposed Site Sections	29 December 2021
SSSOX-BPA-ZZ-XX-DR-A-P1501	Mews Street Visualisations	29 December 2021
SSSOX-BPA-ZZ-XX-DR-A-P1500	Tamarisk Road Visualisations	29 December 2021
SSSOX-BPA-ZZ-XX-DR-A-P2300	Proposed Dwelling Numbers and Block Layouts	29 December 2021
SSSOX-BPA-ET-XX-DR-A-P3100	Eastern Typology Plans	29 December 2021
SSSOX-BPA-ET-XX-DR-A-P3101	Eastern Typology Elevations	29 December 2021
SSSOX-BPA-ET-XX-DR-A-P3102	Eastern Typology Sections	29 December 2021
SSSOX-BPA-WT-XX-DR-A-P3110	Western Typology Plans	29 December 2021
SSSOX-BPA-WT-XX-DR-A-P3111 Rev A	Western Typology Elevations	26 August 2022
SSSOX-BPA-ET-XX-DR-A-P3112	Western Typology Sections	29 December 2021
SSSOX-BPA-ST-XX-DR-A-P3120	Southern Typology Plans	29 December 2021
SSSOX-BPA-ST-XX-DR-A-P3121 Rev A	Southern Typology Elevations	26 August 2022
SSSOX-BPA-ET-XX-DR-A-P3122	Southern Typology Sections	29 December 2021

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].

### **DETAILS OF MATERIALS**

- 3 Notwithstanding the information on the approved plans, no development shall commence above ground level until written details of all materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. The development shall be carried out using the materials and details as approved.

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

### **CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN [CEMP]**

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

- (a) Hours of use for the construction of the development
- (b) Hours and duration of any piling operations,
- (c) Vehicle haul routing in connection with construction, remediation and engineering operations,
- (d) Wheel washing and sheeting of vehicles transporting loose aggregates or similar materials on or off site,
- (e) Details of construction any access or temporary access, and details of temporary parking requirements;
- (f) Location and size of on-site compounds [including the design layout of any proposed temporary artificial lighting systems];
- (g) Details of any temporary hardstandings;
- (h) Details of temporary hoarding;
- (i) Details of the method for the control of noise with reference to BS5228 together with a monitoring regime;
- (j) Measures to reduce vibration and mitigate the impacts on sensitive receptors together with a monitoring regime;
- (k) Measures to reduce dust with air quality mitigation and monitoring,
- (l) Details of security lighting layout and design; and
- (m) Contact details for site managers including information about community liaison including a method for handling and monitoring complaints.

- (n) Precautionary measures for site clearance in accordance with Ecological Impact Assessment, ref: bpthur/2005007, ACD Environmental, 22 December 2021

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

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

### **CONTAMINATED LAND**

- 5 No works, including groundworks, shall take place until Phase II investigation and risk assessment, in addition to the assessment provided with the planning application, must be completed in accordance with a scheme to 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 written report is subject to the approval 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].

### **GROUND CONTAMINATION REMEDIATION**

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- a) If required by condition 5 above, 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 must be prepared, and is subject to the approval in writing of 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.

- b) The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, 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. Following completion of measures identified in the approved remediation scheme, a verification or validation report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval 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 LDF Core Strategy and Policies for the Management of Development [2015].

## **SURFACE WATER DRAINAGE**

- 7 No development shall commence, other than demolition works, until a detailed surface water drainage scheme for the site, based on the submitted sustainable drainage strategy, has been submitted to and approved in writing by the local planning authority. The scheme should include but not be limited to:
1. Full details of all components of the proposed surface water drainage system including dimensions, locations, gradients, invert levels, cover levels and relevant construction details.
  2. Supporting calculations confirming compliance with the Non-statutory Standards for Sustainable Drainage, and the agreed discharge rate of 3l/s and the attenuation volumes to be provided.
  3. Details of the maintenance arrangements relating to the proposed surface water drainage system, confirming who will be responsible for its maintenance and the maintenance regime to be implemented.
  4. The surface water drainage system shall be implemented and maintained in accordance with the approved details thereafter.
  5. Infiltration tests to be carried out in line with 365 for the locations where SUDS are proposed.

The scheme shall be implemented as approved and maintained in perpetuity.

Reason: To ensure the incorporation of an appropriate drainage scheme and to avoid pollution of the water environment and to minimise flood risk in accordance

with policies PMD1 and PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

### **SIGHT SPLAYS**

- 8 Prior to development above ground level of the development hereby permitted, details of the proposed visibility splays for the vehicular access shall be submitted to and approved in writing by the local planning authority. The measures shall be implemented prior to first occupation of the development and shall be permanently retained as approved thereafter.

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

### **PARKING PROVISION – AS SHOWN ON THE APPROVED PLANS**

- 9 The development hereby permitted shall not be first occupied until such time as the vehicle parking areas shown on the approved plans, have been hard surfaced, sealed and marked out as shown on the plan on page 13 of the Transport Statement Addendum, Motion, 20 January 2023. The vehicle parking areas shall be retained in this form at all times thereafter and maintained for their designated purpose.

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

### **REFUSE AND RECYCLING STORAGE – AS PER THE APPROVED PLANS**

- 10 The refuse and recycling storage facilities as shown on the approved plans shall be constructed and completed prior to the first occupation of the development and retained for such purposes at all times thereafter.

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

**CYCLE PARKING – AS SHOWN ON THE APPROVED PLANS**

- 11 The cycle parking facilities as shown on the approved plans shall be provided prior to the first occupation of any of the residential units and retained for such purposes thereafter.

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

**ACOUSTIC ATTENUATION**

- 12 Development on site shall only take place in accordance with the Acoustic Assessment Report, ref:11453.RP01.AAR.0, RBA Acoustics, 15 December 2021 and in particular the following element of that document:

- A configuration of 10/12/4 double glazing for rooms overlooking the railway line including the north and south facades of the development adjacent to the railway.

The noise insulation measures and specification shall be implemented within the residential units prior to first occupation of the development and shall be permanently retained as approved thereafter.

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 [2015].

**SUSTAINABLE DESIGN AND CONSTRUCTION STATEMENT**

- 13 Development on site shall only take place in accordance with the Sustainable Design and Construction Statement, ref: C210090/A1/0003 YP/II/G81 Rev: 1, Calford Seadon, December 2021

The sustainability measures and specifications shall be implemented within the residential units prior to first occupation of the development and shall be permanently retained as approved thereafter.

Reason: To ensure that development takes place in an environmentally sensitive way in accordance with policy PMD13 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

### **SOFT AND HARD LANDSCAPING SCHEME**

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

Reason: To secure appropriate landscaping of the site in the interests of visual amenity and the character of the in accordance with policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

### **ECOLOGY**

- 15 The ecological mitigation measures within the Ecological Impact Assessment, ref: bpthur/2005007, ACD Environmental, 22 December 2021 shall be implemented in accordance with the details provided.

The measures shall be implemented prior to first occupation of the development and shall be permanently retained as approved thereafter.

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



## **BOUNDARY TREATMENTS**

- 16 Prior to the first occupation of the development hereby approved, details of the design, materials and colour of the fences and other boundary treatments shall be submitted to and approved in writing by the local planning authority. The fences and other boundary treatments as approved shall be completed prior to the first use or operation of the development and shall be retained and maintained as such thereafter.

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

## **LIGHTING**

- 17 Prior to the first occupation of the development hereby approved, details of the siting, design, materials and illumination of the proposed lighting for the development shall be submitted to and approved in writing by the local planning authority. The lighting 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 in order to safeguard the amenities of neighbouring occupiers in accordance with policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

## **SECURED BY DESIGN**

- 18 Prior to the first occupation of the development hereby approved, information shall be submitted to and approved in writing by the local planning authority detailing how the development would adhere to the principles of Secured by Design. The development shall be carried out and retained in accordance with the agreed details.

Reason: To ensure that the development meets Secure by Design principles as required by policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

## **IMPLEMENTATION OF THE COMMUNAL AMENITY SPACE**

- 19 Prior to first occupation of the development hereby permitted the communal

amenity space shall be laid out and surfaced in accordance with the details as agreed under condition 14 (soft and hard landscaping). The communal amenity space shall be retained for such purposes at all times thereafter.

Reason: In the interests of providing amenity space for the future occupiers of the dwellings in accordance with policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

### **CAR PARK MANAGEMENT PLAN**

- 20 Prior to the first occupation of any of the development hereby approved, a plan detailing for the control of access to all car parking areas shall be submitted to and agreed in writing with the local planning authority. The scheme shall be designed to provide controlled access by occupiers of the dwellings, which those parking areas serve. The plan would also need to evidence how parking outside designated parking areas would be restricted. The agreed plan shall be implemented in accordance with the agreed details prior to the first occupation of the development and shall thereafter be permanently retained and maintained in the agreed form.

Reason: In the interest of controlling access to the parking spaces to ensure adequate parking for the development and in the interests of highway safety in accordance with policies PMD2, PMD8 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

### **Informative(s)**

- 1 Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) - Positive and Proactive Statement:

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

- 2 Network Rail - The developer should contact the Asset Protection Team [AngliaASPROLandClearances@networkrail.co.uk](mailto:AngliaASPROLandClearances@networkrail.co.uk) prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works.

- 3 Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist. If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting [cadentgas.com/diversions](https://cadentgas.com/diversions) Prior to carrying out works, including the construction of access points, please register on [www.linesearchbeforeudig.co.uk](https://www.linesearchbeforeudig.co.uk) to submit details of the planned works for review, ensuring requirements are adhered to.

