

<p><b>Reference:</b> 17/01504/FUL</p>	<p><b>Site:</b> Stanford Le Hope Railway Station London Road Stanford Le Hope Essex SS17 0JX</p>
<p><b>Ward:</b> Stanford Le Hope West</p>	<p><b>Proposal:</b> Redevelopment of existing station to provide a new station building of 517 sq.m., new footbridge, forecourt and associated vehicle drop off and pick up areas, 84 new cycle spaces and ancillary retail (Class A1/A3) premises</p>

<b>Plan Number(s):</b>		
Reference	Name	Received
13015-04-000301-S3-P4	Site Location Plan	6 November 2017
13015-04-000302-S3-P3	Existing and Proposed Block Plan	6 November 2017
13015-04-000303-S3-P3	Existing Site Layout	6 November 2017
13015-04-000304-S3-P2	Existing Site Elevation	6 November 2017
13015-04-000305-S4-P14	Proposed Site Layout	8 January 2018
13015-04-000306-S3-P5	Proposed Floor Plans	6 November 2017
13015-04-000307-S3-P2	Proposed Footbridge Plan	6 November 2017
13015-04-000308-S3-P2	Proposed Elevations	6 November 2017
13015-04-000309-S3-P2	Proposed Cross Sections	6 November 2017
13015-04-000310-S3-P1	Proposed Axonometric Plan	6 November 2017
13015-04-000311-S3-P1	Proposed Perspective View	6 November 2017
13015-04-sk25 S1-P1	Sections through Chantry Crescent	8 January 2018

The application is also accompanied by:

- Planning Statement
- Design and Access Statement
- Transport Assessment
- Travel Plan
- Environment Management Plan
- BREEAM Review
- Sustainability Appraisal
- Energy Statement
- Flood Risk Assessment
- Arboriculture Report
- Preliminary Ecology Assessment (inc. Bat roost and Vole and Otter Survey)
- Lighting Assessment

<ul style="list-style-type: none"> <li>- Contaminated Land</li> <li>- Air Quality Assessment</li> <li>- Noise &amp; Vibration Assessment</li> </ul>	
<b>Applicant:</b> Thurrock Council	<b>Validated:</b> 7 November 2017  <b>Date of expiry:</b> 9 February 2018 (extension of time agreed with applicant)
<b>Recommendation:</b> Approve, subject to conditions	

This application is scheduled as a committee item as the application has been submitted by the Council, in accordance with Part 3 (b) Section 2 2.1 (b) of the Council's constitution.

## 1.0 DESCRIPTION OF PROPOSAL

- 1.1 This application seeks planning permission to redevelop the site to provide a new modern station building and multimodal hub to the front of the site.
- 1.2 The new station building would be two storeys in height made up of rectangular forms and finished with a modern, largely glazed exterior. The station building would be moved 25m south within the site. The new part of the building on the eastern side of the railway line would have a commercial unit on the ground floor, a ticket area off the internal concourse, a waiting area and male and female toilets. A lift is proposed to the footbridge to provide access to the western platform.
- 1.3 The new part of the building on the western side would have a waiting area off the internal concourse and a lift to the footbridge to provide access to the eastern platform. Both the lifts can be accessed independently of the station to allow pedestrians independent access across the footbridge.
- 1.4 To the front of the building on the eastern side of the line would be the multimodal hub which would allow buses, cars and taxis to drop off passengers at the station. There would be physical improvements to the area to the front of the station which would create the bus turnaround area, and car and taxi drop off points. A new deeper concourse would be provided to the front of the new station building fronting onto London Road. This would allow better circulation spaces for passengers accessing the station and would allow two safe pedestrian routes from the front of the building to London Road. New secure cycle parking spaces, 84, would be provided to the front of the eastern side.

## 2.0 SITE DESCRIPTION

- 2.1 The existing station forms a land parcel measuring 0.82 hectare to the south of London Road and some 50m from the junction with King Street. The main station and platforms were built in the 1960s. A small retail unit is provided within the station complex to the east side of the railway line. There is a pedestrian bridge over the railway line but this is only accessible by paying passengers.
- 2.2 The site is designated on the Core Strategy Proposals Map as being within a Local Nature Reserve. Mucking Creek passes in close proximity to the eastern boundary, with private residential housing and associated rear access road adjoining the eastern bank of the creek. There are further residential uses including flats and a communal car park to the west of the site and west of the rail line.

### **3.0 RELEVANT HISTORY**

- 3.1 None

### **4.0 CONSULTATIONS AND REPRESENTATIONS**

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

#### **PUBLICITY:**

- 4.2 This application has been advertised by way of individual neighbour notification letters, press advert and public site notice which has been displayed nearby. At the time of writing this report there had been one comment of support and four comments of objection. The matters raised are:

- Air Pollution
- Noise
- Odour & Litter
- Light Pollution
- Loss of Privacy/overlooking
- Visual Intrusion
- Increased Flood risk
- Loss of Wildlife
- Effect on Local Business
- Land Ownership & Right of Way Issues

#### **4.3 ANGLIAN WATER:**

No response.

**4.4 CADENT (GAS NETWORK):**

No objection.

**4.5 EMERGENCY PLANNING:**

No objection subject to conditions.

**4.6 ENVIRONMENT AGENCY:**

No objection.

**4.7 ENVIRONMENTAL HEALTH:**

No objection subject to conditions.

**4.8 ESSEX AND SUFFOLK WATER:**

No objection.

**4.9 HIGHWAYS:**

No objection subject to conditions.

**4.10 HIGHWAYS ENGLAND:**

No objection.

**4.11 LANDSCAPE AND ECOLOGY:**

No objection subject to conditions.

**5.0 POLICY CONTEXT****National Planning Guidance**National Planning Policy Framework (NPPF)

- 5.1 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:

1. Building a strong, competitive economy
2. Ensuring the vitality of town centres
4. Promoting sustainable transport
7. Requiring good design

#### Planning Practice Guidance

5.3 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 48 subject areas, with each area containing several subtopics. Those of particular relevance to the determination of this planning application comprise:

- Air quality
- Climate change
- Design
- Ensuring the vitality of town centres
- Flood Risk and Coastal Change
- Natural Environment
- Noise
- Travel plans, transport assessments and statements in decision-taking
- Transport evidence bases in plan making and decision taking
- Use of Planning Conditions

#### **Local Planning Policy**

##### Thurrock Local Development Framework (as amended) 2015

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

##### Spatial Policies:

- CSSP3: Sustainable Infrastructure

##### Thematic Policies:

- CSTP10 (Community Facilities)
- CSTP14 (Transport in the Thurrock Urban Area: Purfleet to Tilbury)<sup>3</sup>
- CSTP15 (Transport in Greater Thurrock)
- CSTP16 (National and Regional Transport Networks)<sup>3</sup>
- CSTP18 (Green Infrastructure)
- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)<sup>2</sup>
- CSTP25 (Addressing Climate Change)<sup>2</sup>
- CSTP26 (Renewable or Low-Carbon Energy Generation)<sup>2</sup>
- CSTP27 (Management and Reduction of Flood Risk)<sup>2</sup>
- CSTP33 (Strategic Infrastructure Provision)

Policies for the Management of Development:

- PMD1 (Minimising Pollution and Impacts on Amenity)<sup>2</sup>
- PMD2 (Design and Layout)<sup>2</sup>
- PMD10 (Transport Assessments and Travel Plans)<sup>2</sup>
- PMD12 (Sustainable Buildings)<sup>2</sup>
- PMD15 (Flood Risk Assessment)<sup>2</sup>
- PMD16 (Developer Contributions)<sup>2</sup>

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

Focused Review of the LDF Core Strategy (2014)

- 5.5 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. The Core Strategy and Policies for Management of Development Focused Review: Consistency with National Planning Policy Framework Focused Review was adopted by Council on the 28th February 2015.

#### Draft Site Specific Allocations and Policies DPD

- 5.6 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. 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.

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

- 5.7 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

#### Thurrock Local Plan

- 5.8 In February 2014 the Council embarked on the preparation of a new Local Plan for the Borough. Between February and April 2016 the Council consulted formally on an Issues and Options (Stage 1) document and simultaneously undertook a ‘Call for Sites’ exercise. It is currently anticipated that consultation on an Issues and Options (Stage 2 Spatial Options and Sites) document will be undertaken in early 2018.

## **6.0 ASSESSMENT**

- 6.1 The planning issues to be considered in this case are:
- I. Principle of the development
  - II. Design and layout

- III. Impact upon biodiversity and ecology
- IV. Impact to residential amenity
- V. Traffic impact, access and car parking
- VI. Flood risk and site drainage

## I. PRINCIPLE OF THE DEVELOPMENT

- 6.2 The NPPF states that the planning system should place significant weight on the need to support economic growth by encouraging and not impeding sustainable growth (Paragraph 19). The NPPF also describes the importance of transport in facilitating sustainable development. At paragraph 29, the NPPF stresses that transport systems needs to be balanced in favour of sustainable transport modes, providing commuters with alternative modes of travel. Finally, at paragraph 31 the NPPF encourages Local Authorities to work with transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including transport investment necessary to support strategies for the growth of ports or other major travel demands in their areas.
- 6.3 The proposal represents significant investment in infrastructure development within the public transport network which would help to support the Council's wider regeneration aims in one of the key hubs in the Borough. The upgrading of the station will lead to wider benefits to the local area with enhanced accessibility to the station for commuters and employees in the nearby area.
- 6.4 The proposal which would bring about a modern transport interchange including the new bus interchange and improved cycle storage facilities which will encourage passengers to adopt alternative methods of transport to access the station and travel within and outside of the Borough. Planning policies have for many years supported sustainable forms of transport, of which rail travel is an important part. In this respect, the application satisfies many of the policies mentioned in national and local policy documents including the NPPF.
- 6.5 The scheme should also increase the use of the railway network as the capacity for additional passengers would be increased by the larger size of the station building and platforms. This is considered necessary for the local area, with developments such as the DP World London Gateway container port and supporting logistic park in close proximity. The recent growth in housing in the area along with new employment opportunities have and will continue to result in increased passenger numbers which will not be able to be accommodated within the existing station in the future.
- 6.6 In conclusion under this heading, the proposal accords a range of Core Strategy policies and guidance contained in the NPPF. The principle of the redevelopment is therefore considered to be sound.

## II. DESIGN AND LAYOUT

- 6.7 The proposal would comprise the complete redevelopment of the station building on both sides of the track. The development would also create a new improved external concourse and frontage to the site.



- 6.8 The proposed station building would be of a modern design, with each elevation designed with large glazed areas. The proposed building, on each side of the railway line would have flat roofs. On the eastern side the building would be single storey where it is closest to London Road, rising to two storeys further in the site; the footbridge represents the highest point linking both elements of the building across the track. The building would be predominantly two storeys on the west of the track.
- 6.9 The design of the existing station reflects the era of its construction, and in comparison with the proposal it appears low, dark and cramped. In contrast, the modern design of the new station building would improve the visual qualities of the immediate surroundings and provide a much improved facility for passengers.
- 6.10 Whilst the building would be set further back from the road than the existing, the open appearance of the building will create a visual link between the building and the street frontage, allowing pedestrians to see into the building and passengers to see out towards the street scene. The design of the bridge provides a strong link between the buildings on each side of the track. The design of the new building would considerably improve the appearance of this area.
- 6.11 The public realm in front of the station would also be changed considerably. The present station forecourt currently accommodates a small vehicle drop off turning point and un-secure two-tier cycle storage with no taxi ranks. The station building is currently situated close to the road and there is little useable space to accommodate passengers existing or leaving the station.
- 6.12 The proposed station would be set back from the road to allow a significantly deeper concourse area. This allows an improved area for pedestrians to the front of the site.
- 6.13 The new station building and site layout would be a vast improvement to the present buildings on the site. The replacement building would be visually more attractive and more suitable. In addition, the larger circulation areas and improved external concourse area would provide a more welcoming and usable space for passengers.
- 6.14 In design and layout terms, the proposal is considered to enhance the area and comply with Policies PMD2 and CSTP22 of the Core Strategy.

### III. IMPACT UPON BIODIVERSITY AND ECOLOGY

- 6.15 Policy CSTP18 states that the Council will restore, protect, enhance and where appropriate create its green assets and sees green infrastructure as a means to address the connectivity between urban and rural areas in the Borough and ensure that such green assets are multi-functional in use.
- 6.16 The application site lies within a Local Nature Reserve and has part of a 'Green Chain' running through the site north to south. The Council's Green Grid Strategy strives to maximise public access along these route. In accordance with the

ambitions of the Green Grid Strategy, the application proposes to allow public access from London Road, along the eastern boundary of the site to Mucking Creek. This link has been designed into the proposal to allow the Green Chain to be retained. This will be of wider public benefit improving green access links between green assets and will allow improved access for recreation for local residents.

- 6.17 With regard to wildlife, the Council's Landscape and Ecology Advisor indicates that the habitat interest of the site is relatively low. A bat, water vole and otter survey has been carried out by the applicant and the studies have been presented with the application. The surveys revealed no sign of any species.
- 6.18 There will be some trees removed as part of the development. The loss of these trees will be mitigated by the planting of new mature trees after the construction of the replacement station building is completed. This has been an area of concern to local residents and a landscaping scheme should be secured by condition on any consent granted to ensure the visual appearance and landscape quality of the area is protected.

#### IV. IMPACT TO RESIDENTIAL AMENITY

- 6.19 The station redevelopment has many benefits to the wider area, and it is important that the development does not adversely affect nearby properties. The main area of neighbour concern was the loss of trees on the site boundary. As set out above, it is acknowledged that the loss of the established trees between the station and the properties in Chantry Crescent will need to be mitigated. The plans indicate that significant mature planting will be provided between the new station building and 33 – 41 Chantry Crescent and this matter should be addressed via condition.
- 6.20 In addition to landscaping, the scheme also proposes new boundary treatments including an acoustic screen to reduce the impact of noise to the residents in Chantry Crescent. Again, this matter should be covered by appropriate conditions.
- 6.21 With the provision of additional landscaping/tree screening, the proposal is acceptable with regard to the requirements of Core Strategy PMD1 as residential amenity would not be significantly affected in this regard.

#### Other Neighbour concerns

- 6.22 Other concerns from residents related to matters relating to the operation of the new station, including air pollution, noise, odour and litter resulting from the proposal. Whilst it is accepted that the building would be bigger, there is nothing to suggest that the proposal would result in more of a harmful impact to neighbours than the existing station. Indeed, with a better layout, newer design, improved construction and more up to date lighting it is considered the building should have less of an impact on neighbours than the existing.
- 6.23 The visual impacts would be mitigated by the landscaping as discussed above.

- 6.24 Issues, including floor risk and loss of wildlife are dealt with in sections VI and III of this report respectively.
- 6.25 The proposal would be likely to lead to increased customer numbers into and out of the area and would be likely to improve footfall and accessibility to local businesses and would therefore support rather than harm local businesses.

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

- 6.26 The development will offer improved access for cars and buses. This is an important part of the scheme as the station does not have any formal drop off points or bus stops within the site presently. The development will allow vehicles to access the site. It will also allow pick-up/drop-off for vehicles. The proposal needs to be future proofed to allow commercial buses to access the site, this will be secured through condition. These changes to the site will greatly improve the accessibility of the station encouraging use of sustainable transport methods.
- 6.27 This complies with CSTP14 which encourages better transport interchanges to encourage use of public transport. The present car park is not within the red line application site, is not part of the application and remains unchanged.

#### VI. FLOOD RISK AND SITE DRAINAGE

- 6.28 Parts of the site are within Flood Zone 3 which is at a high risk from flooding, although much is Flood Zone 1. The Council has undertaken a sequential test for the site within its Local Plan (as the application site lays within one of the Borough's regeneration areas) and concluded that test to be passed as there are no other alternative sites. The exception test is met as the development cannot take place elsewhere as there is a significant amount of infrastructure which is already in place.
- 6.29 The proposed finished floor level of 7.4m AOD would retain an adequate standard of protection with regard to potential flooding from a tidal defence breach or flooding from Stanford Brook, surface water flooding, groundwater flooding or sewer surcharge.
- 6.30 Modelling results indicate that the development would have no adverse impact on flood levels in the brook for a range of flood frequencies and that there would be no loss of floodplain storage or reduction in flood flow capacity.
- 6.31 The Environment Agency has requested two planning conditions to ensure that any changes to the channel of Mucking Creek are pre-approved. This would not affect the green linkages. The scheme is considered to meet the relevant tests of the NPPF and Core Strategy policies CSTP27 and PMD15.

**7.0 CONCLUSIONS AND REASON(S) FOR APPROVAL**

- 7.1 The development of a modern integrated transport interchange is considered to be a key driver for further regeneration in Stanford Le Hope and would have wider benefits for Thurrock as a whole.
- 7.2 The visual appearance of the station would be significantly improved and would lead to a high quality gateway to Stanford Le Hope. Similarly, the improved pedestrian and vehicle access to the station would make the station more attractive to passengers into and out of the Borough. The improved access arrangements should also encourage the use of sustainable public transport and reduce the dependency on the private car.
- 7.3 Through careful consideration a suitable landscaping scheme can be provided which will ensure the development is successfully integrated into the landscape and the privacy and amenity of nearby residents is protected.
- 7.4 Overall, the redevelopment of this site is to be welcomed and approval is therefore recommended.

**8.0 RECOMMENDATION**

- 8.1 Approve, subject to the following conditions:

**Condition(s):**

**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.

**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
13015-04-000301-S3-P4	Site Location Plan	6 November 2017
13015-04-000302-S3-P3	Existing and Proposed Block Plan	6 November 2017
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13015-04-000311-S3-P1	Proposed Perspective View	6 November 2017
13015-04-sk25 S1-P1	Sections through Chantry Crescent	8 January 2018

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

### **DETAILS OF MATERIALS/SAMPLES TO BE SUBMITTED**

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

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

### **FLOOD WARNING AND EVACUATION PLAN [FWEP] – DETAILS TO BE PROVIDED**

- 4 Prior to the first operational use of any building located within Environment Agency Flood Zone 3, a Flood Warning and Evacuation Plan [FWEP] for the development shall be submitted to and approved in writing by the local planning authority. The approved measures within the Plan shall be implemented and the Plan shall be made available for inspection by all users of the site and shall be displayed in a visible location all times thereafter.

REASON: 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 [2015].

### **CROSS SECTION OF CHANNEL**

- 5 Prior to the commencement of development, detailed cross sections and long sections shall be submitted where any reprofiling of the channel is proposed. If the profile differs to that which is modelled within the current Flood Risk Assessment (FRA), then the modelling will need to be updated and submitted as part of a revised FRA to reflect any changes to the current proposals. It will need to be demonstrated that flood risk will not be increased on or off site, where any changes are proposed.

REASON: To ensure that flood risk is not increased on or off site in accordance with policy PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

### **DETAILED ECOLOGICAL MITIGATION AND MANAGEMENT PLAN (EMMP)**

- 6 No development shall take place until a detailed ecological mitigation and management plan (EMMP) have been submitted to and approved in writing by the local planning authority. The EMMP must show how the mitigation identified in the Preliminary Ecological Assessment will be provided. If the mitigation cannot be provided on site then there should be offsite mitigation/ compensation in order to cover this.

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

### **LANDSCAPING**

- 7 No development shall take place until full details of the provision and subsequent retention of both hard and soft landscape works on the site have been submitted to and approved in writing by the local planning authority. These details shall include:
- 1) Details of proposed schedules of species of trees and shrubs to be planted, planting layouts with stock sizes and planting numbers/densities.
  - 2) Details of the planting scheme implementation programme, including ground protection and preparation, weed clearance, stock sizes, seeding rates, planting methods, mulching, plant protection, staking and/or other support
  - 3) Details of the aftercare and maintenance programme

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 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

Hard Landscape works

- 4) Details of walls with brick types, construction design and dimensions
- 5) Details of paved surfacing, with materials finishing and edgings
- 6) Details of street furniture, with designs materials and dimensions

The hard landscape works shall be carried out as approved prior to the first use/ occupation of the development hereby approved and retained and maintained as such thereafter.

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

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

- 8 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) Construction hours and delivery times for construction purposes,
  - 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 access;
  - f) Details of temporary hoarding/boundary treatment;
  - g) Method for the control of noise with reference to BS5228 together with a monitoring regime;
  - h) Measures to reduce vibration and mitigate the impacts on sensitive receptors together with a monitoring regime;
  - i) details of security lighting layout and design; and
  - j) a procedure to deal with any unforeseen contamination, should it be encountered during development.

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].

### **9 DETAILS OF BUS TURNAROUND**

Notwithstanding the information on the approved plans, no development shall commence above ground level until details of the station forecourt showing that this can accommodate 15 metre rigid double decker buses has been submitted to and approved in writing by the local planning authority. The development shall be carried out using the details as approved and retained in perpetuity.

REASON: To ensure that adequate provision is made for a variety of vehicles to access the site; to encourage sustainable transport in accordance with Policy CSTP14 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

### **USE OF A1 / A3 UNIT**

- 10 The commercial unit hereby permitted shall be used solely for purposes falling within the Classes A1 or A3 of the Schedule to the Town & Country Planning [Use Classes] Order 1987 [as amended] and for no other purpose [including any other purpose in Class B1 of the Schedule to the Town & Country Planning [Use Classes] Order 1987 [as amended], or any provision equivalent to that Class in any Statutory Instrument revoking or re-enacting that Order with or without modification].

Reason: In the interests of amenity and to ensure that the development remains integrated with its surroundings as required by policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

**NO VENTILATION AND EXTRACTION – UNLESS OTHERWISE AGREED**

- 11 No external plant or machinery shall be used unless and until details of the ventilation and extraction equipment have been submitted to and approved in writing by the Local Planning Authority. Any measures required by the Local Planning Authority to reduce noise from the plant or equipment shall be completed prior to the ventilation and extraction equipment being brought into use and retained and maintained as such thereafter.

Reason: In the interests of the amenity and to mitigate the impact of development in accordance with by policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015]

**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.

**Documents:**

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

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



