

Reference: 20/01736/TBC	Site: 13 Loewen Road Chadwell St Mary Essex RM16 4UU
Ward: Chadwell St Mary	Proposal: Demolition of existing dwelling and the construction of 5 houses with associated landscaping, car parking and cycle parking.

Plan Number(s):		
Reference	Name	Received
13897-DB3-B01-ZZ-DR- A - 20-004 B	Existing Street Elevation	14th December 2020
13897-DB3-B01-ZZ-DR-A- 20-001 A	Location Plan	14th December 2020
13897-DB3-B01-ZZ-DR-A- 20-002 B	Existing Site Plan	14th December 2020
13897-DB3-B01-ZZ-DR-A- 20-003 A	Existing Site Sections	14th December 2020
13897-DB3-B01-ZZ-DR-A- 20010 E	Proposed Site Plan	14th December 2020
13897-DB3-B01-ZZ-DR-A- 20011 E	Proposed Ground Floor	14th December 2020
13897-DB3-B01-ZZ-DR-A- 20012 C	Proposed Street Elevation	14th December 2020
13897-DB3-B01-ZZ-DR-A- 20013 D	Proposed Site Sections	14th December 2020
13897-DB3-B01-ZZ-DR-A- 20014 D	Proposed Site Sections	14th December 2020
13897-DB3-B01-ZZ-DR-A- 20030 E	Proposed House Type Floor Plans	14th December 2020
13897-DB3-B01-ZZ-DR-A- 20031	Proposed Elevations	14th December 2020
13897-DB3-B01-ZZ-DR-A- 20032 B	Proposed House Type 1 and 2 Sections	14th December 2020
13897-DB3-B01-ZZ-DR-A- 20033 B	Proposed House Type 1a Sections	14th December 2020

13897-DB3-B01-ZZ-DR-A-20035 F	Proposed Landscaping Layout	14th December 2020
AC20005-CIV-001P2	Engineering Layout	14th December 2020
AC20005-CIV-002P1	Private Drainage Details	14th December 2020
AC20005-CIV-003P1	Private Hardstanding Details	14th December 2020
L9515	Topographical Surveys	14th December 2020

The application is also accompanied by:

- Acoustic Report
- Biodiversity Enhancement Strategy
- CBR Test
- Daylight & Sunlight Report
- Daylight & Sunlight Study
- Design and Access Statement
- Dusk Emergency & Dawn Re-entry Bat Survey
- Energy Statement
- Explor Borehole Results
- Flood Risk Assessment
- Gas Monitoring Survey
- Geotechnical Report
- Historic Environment Desk Based Assessment
- Land Contamination Report
- Manhole Schedule
- Preliminary Bat Roost Assessment
- Preliminary Ecological Appraisal
- Reptile Survey
- Soakage Test
- Surface & Foul Water Drainage Statement
- Transport Statement

Applicant:

Thurrock Council

Validated:

14 December 2020

Date of expiry:

22 March 2021

**(Extension of Time
as agreed by applicant)**

Recommendation: Approval

This application is scheduled as a Committee item because the Council is the applicant and landowner (in accordance with Part 3 (b) Section 2 2.1 (b) of the Council's constitution).

1.0 DESCRIPTION OF PROPOSAL

- 1.1 The application seeks planning permission for the demolition of an existing 5 bedroom detached property which is currently owned by the Council and vacant, to facilitate the construction of 5 new dwellings, associated landscaping, car and cycle parking.
- 1.2 The proposed development would consist of 3-bedroom properties and would offer 100% affordable housing provision.

2.0 SITE DESCRIPTION

- 2.1 The application site is a generous residential plot on the western side of Loewen Road, within the Council's ownership. The surrounding area to the north, east and south comprise residential properties, whilst the plot is bordered directly to the west by open public land, namely Chadwell Recreation Ground.

3.0 RELEVANT HISTORY

Application Reference	Description of Proposal	Decision
03/01194/FUL	Ground floor side extension	Approved
97/00269/FUL	Single storey side extension	Approved
55/00223E/FUL	Development, second section of 11 houses.	Approved
55/00223A/OUT	Layout for 56 houses.	Approved

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

PUBLICITY:

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

Seven comments have been received objecting to the proposal on the following grounds:

- Access to site;
- Additional traffic;
- Highway impacts;
- Environmental pollution;
- Infrastructure strain;
- Litter / Smells;

- Loss of larger Council house;
- Materials unacceptable;
- Out of character;
- Overlooking Property;
- Amenity impacts;
- Possible excessive noise.

4.3 EDUCATION:

No education contribution required.

4.4 ENVIRONMENTAL HEALTH:

No objections, subject to conditions

4.5 HIGHWAYS:

No objections, subject to conditions

4.6 LANDSCAPE AND ECOLOGY:

No objection, subject to conditions and RAMS tariff payment.

5.0 POLICY CONTEXT

National Planning Policy Framework (NPPF)

5.1 The revised NPPF was published on 19 February 2019. The NPPF sets out the Government's planning policies. Paragraph 2 of the NPPF confirms the tests in s.38 (6) of the Planning and Compulsory Purchase Act 2004 and s.70 of the Town and Country Planning Act 1990 and that the Framework is a material consideration in planning decisions. The following chapter headings and content of the NPPF are particularly relevant to the consideration of the current proposals:

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

5.2 National Planning Practice Guidance (NPPG)

In March 2014 the former Department for Communities and Local Government (DCLG) launched its planning practice guidance web-based resource. This was

accompanied by a Written Ministerial Statement which includes a list of the previous planning policy guidance documents cancelled when the NPPF was launched. NPPG contains a range of subject areas, with each area containing several sub-topics. Those of particular relevance to the determination of this planning application include:

- Design: process and tools
- Determining a planning application
- Effective use of land
- Housing: optional technical standards
- Housing supply and delivery
- Noise
- Planning obligations
- Use of planning conditions

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

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

OVERARCHING SUSTAINABLE DEVELOPMENT POLICY

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

SPATIAL POLICIES

- CSSP1 (Sustainable Housing and Locations)

THEMATIC POLICIES

- CSTP1 (Strategic Housing Provision)
- CSTP2 (The Provision Of Affordable Housing)
- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)

POLICIES FOR MANAGEMENT OF DEVELOPMENT

- PMD1 (Minimising Pollution and Impacts on Amenity)
- PMD2 (Design and Layout)
- PMD8 (Parking Standards)
- PMD9 (Road Network Hierarchy)
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5.4 Thurrock Local Plan

In February 2014 the Council embarked on the preparation of a new Local Plan for the Borough. Between February and April 2016 the Council consulted formally on an 'Issues and Options (Stage 1)' document and simultaneously undertook a 'Call for Sites' exercise. In December 2018 the Council began consultation on an Issues and Options [Stage 2 Spatial Options and Sites] document, this consultation has now closed and the responses have been considered and reported to Council. On 23 October 2019 the Council agreed the publication of the Issues and Options 2 Report of Consultation on the Council's website and agreed the approach to preparing a new Local Plan.

5.5 Thurrock Design Strategy

In March 2017 the Council launched the Thurrock Design Strategy. The Design Strategy sets out the main design principles to be used by applicants for all new development in Thurrock. The Design Strategy is a supplementary planning document (SPD) which supports policies in the adopted Core Strategy.

6.0 ASSESSMENT

6.1 The assessment below covers the following areas:

- I. Principle of the development
- II. Housing Land Supply, Need, Mix and Affordable Housing
- III. Layout and design
- IV. Impact on amenity
- V. Highways and parking
- VI. Landscape and ecology
- VII. RAMS mitigation
- VIII. Other Matters

I. PRINCIPLE OF THE DEVELOPMENT

6.2 Core Strategy policy CSSP1 (Sustainable Housing and Locations) refers to the target for the delivery of new housing in the Borough over the period of the Development Plan. This policy notes that new residential development will be directed to previously developed land in the Thurrock urban area, as well as other specified locations. The policy aims to ensure that up to 92% of new residential development will be located on previously developed land. The application site is within the urban area and comprises a 'brownfield' site.

6.3 The principle of housing would be compatible with the character of surrounding development. Accordingly, the site may be considered as a 'windfall' location

for housing and no objections are raised to the principle of residential development at this location.

II. HOUSING LAND SUPPLY, NEED, MIX AND AFFORDABLE HOUSING

- 6.4 Albeit relatively small, the proposed development would make a contribution to the Council's five year housing land supply through the provision of 5 affordable housing units which are necessary to meet the affordable housing needs of the Borough. As a Council application, submitted by the Housing Team, the proposed housing size and requirements are appropriate to meet the affordable housing needs of the location.

III. LAYOUT AND DESIGN

- 6.5 The existing site measures 0.14 Hectares and is a generous residential plot, with a spacious rear garden area. The site is presently occupied by a large detached two storey house.
- 6.6 The proposed development would result in five new smaller houses, each with individual gardens and a communal parking area to the front of and adjacent to the new properties. Whilst this layout would not be entirely characteristic of the larger properties located along the southern side of Loewen Road, the increased density would reflect the overall residential character of the wider surrounding area.
- 6.7 The development would comprise three house types each providing three bedrooms. There would be an overall increase in height of 1.75m compared to the existing dwelling, however Loewen Road and Haig Road features a variety of house designs and given the layout and orientation of the proposal, this increase would not result in significant harm to the character of the local area.
- 6.8 The proposed design and material palette would be reflective of that of the existing dwelling and other dwellings within Loewen Road.
- 6.9 Therefore it is considered that the siting and scale of the proposed development would be acceptable and the design would be appropriate and would fit in with street scene and character of the area. The proposal would, therefore, comply with policies PMD2, CSTP22 and CSTP23 and the NPPF.

IV. IMPACT ON AMENITY

- 6.10 The plans submitted indicate the five proposed dwellings would be of a size in line with the national Technical Space Standards, as well as ensuring a sufficient and policy-compliant provision of private amenity space. Based on

the proposed layout there would be suitable light and outlook for the habitable rooms of each dwelling. There would also be suitable levels of privacy.

- 6.11 The proposed dwellings closest to the neighbouring properties at 11 and 15 Loewen Road would be sited in such a way that the proposed flank windows would face onto the side of the existing dwellings, rather than their private amenity areas. Furthermore, proposed windows in the first floor flanks would only serve bathrooms. The submitted plans demonstrate a degree of screening to the southern boundary of the site, preventing overlooking to the southern neighbouring properties. All of the gardens would have a depth greater than 12m, thus a sufficient distance would be retained between the proposed properties and neighbours, particularly those to the south.
- 6.12 Therefore it is considered that the siting and scale of the proposed development would not result in a significant detrimental impact upon neighbouring properties, and would provide a suitable living environment for future occupants. The proposal would, therefore, comply with policy PMD1.
- 6.13 Turning to the matter of noise, the application is supported by an acoustic report which identifies the principal noise source affecting the proposed dwellings as road traffic from the Dock Approach Road. As such, the Council's Environmental Health Officer has recommended a condition requiring a soundproofing scheme prior to the first occupation. Subject to this condition there would be no objections on the basis of noise.
- 6.14 Given the proximity of the neighbouring residential dwellings, particularly no.15 which is attached via garage, it is considered appropriate to impose a condition requiring a Demolition Environmental Management Plan (DEMP) and Construction Environmental Management Plan (CEMP) to be submitted to the Local Authority and approved in writing prior to commencement. This would serve to protect neighbouring amenity during both demolition and construction phases.
- 6.15 The hours of demolition and construction, along with any driven piling if necessary, should also be limited via condition to further protect neighbouring amenity.

V. HIGHWAYS AND PARKING

- 6.16 Loewen Road is a 30mph, unclassified, residential street where no parking restrictions are in place. The application is supported by a Transport Statement which indicates that vehicular movements to and from the site are unlikely to have a detrimental impact upon the local highway network. This is agreed by the Council's Highways Officer.

6.17 The plans submitted demonstrate 10 off-street parking spaces. This development is located in a medium accessibility area where the Council's Draft Parking Standards requires 3 bedroom dwellings to be provided with 1.5 - 2 off street parking spaces and 0.25 visitor spaces per dwelling. As such the development would comply with the Council's Draft parking standards. The Council's Highways Officer has raised no objection to the proposal.

6.18 Paragraph 109 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

The proposal would comply with the parking standards and there would be no “severe” impact on the highways network to constitute a reason for refusal.

6.19 Matters of detail relating to highways could be covered by conditions to ensure the parking is available for use and adequate sight splays are provided.

VI. LANDSCAPE AND ECOLOGY

6.20 The Council's Landscape and Ecology Advisor has advised that the site is of low ecological value and most of the trees on site are small and also of low amenity value. As such there is no in principle objection to the proposal.

6.21 One Category B tree, a large Monterey Pine, would need to be removed to enable construction but it is proposed to mitigate the loss of the Monterey Pine by planting seven native species with a higher biodiversity value. To ensure the retained trees are not adversely impacted during construction it would be reasonable to impose a planning condition requiring an arboricultural method statement and tree protection plan.

6.22 An indicative landscape plan has been provided, however given its limited details, it would also be reasonable to impose a planning condition requiring a detailed landscape scheme to be submitted to and approved by the Local Planning Authority prior to commencement.

VII. RAMS MITIGATION

6.23 The site is within the Essex Coast RAMS Zone of Influence and the proposed development falls within the scope of the RAMS as relevant development. Without mitigation the proposed development is likely to have a significant effect on the Thames Estuary and Marshes Special Protection Area. To avoid the developer needing to undertake their own individual Habitat Regulations Assessment the Essex Local Planning Authorities within the Zones of Influence have developed a mitigation strategy to deliver the necessary mitigation to

address mitigation impacts to be funded through a tariff applicable to all new additional dwellings. The current tariff is £125.58 per additional dwelling.

- 6.24 The proposal would result in a net increase of 4 units. Based on the current tariff a payment of £502.32 would be required for this scheme and the applicant has accepted to provide the necessary mitigation.

IX. OTHER MATTERS

- 6.25 Objections relating to access, traffic and highways impact, and matters relating to design, character and amenity impacts have been addressed previously within this report.
- 6.26 Neighbour comments have raised objections on relating to the loss of a larger council house, however the house is in a state of disrepair and has been vacant for over a year. Furthermore there would be an additional 4 units provided, and as such this would not substantiate a reason for refusal.
- 6.27 Objections also relate to infrastructure strain as a result of the development. The application falls below the threshold for financial contributions or mitigation and as such no objection could be sustained on these grounds.

7.0 CONCLUSIONS AND REASONS FOR APPROVAL

- 7.1 The proposed dwellings are considered acceptable in scale and character, with no adverse implications in terms of privacy and amenity for existing and future residents. The development would provide a welcome addition to the Council's housing stock, with a net increase of 4 dwellings.
- 7.2 The level of parking provision is considered to be acceptable in the context of the location of the proposal and it would effectively put to use urban land in keeping with the NPPF. Other matters of detail are considered acceptable.
- 7.3 The proposal is therefore acceptable and in accordance with Policies CSTP22, CSTP23, PMD1, PMD2 and PMD8 of the Core Strategy.

8.0 RECOMMENDATION

Approve, subject to the following conditions:

TIME LIMIT

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

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

PLANS LIST

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

Plan Number(s):		
Reference	Name	Received
13897-DB3-B01-ZZ-DR- A - 20-004 B	Existing Street Elevation	14th December 2020
13897-DB3-B01-ZZ-DR-A- 20-001 A	Location Plan	14th December 2020
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13897-DB3-B01-ZZ-DR-A- 20-003 A	Existing Site Sections	14th December 2020
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AC20005-CIV-002P1	Private Drainage Details	14th December 2020

AC20005-CIV-003P1	Private Hardstanding Details	14th December 2020
L9515	Topographical Surveys	14th December 2020

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the details as approved with regard to policies PMD1 and PMD2 of the adopted Thurrock Core Strategy and Policies for the Management of Development [2015].

MATERIALS AND FINISHES AS DETAILED WITHIN APPLICATION

- 3 The materials to be used on the external surfaces of the development hereby permitted shall be implemented as detailed within the application.

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

DEMOLITION MANAGEMENT PLAN & CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN [CEMP]

- 4 No demolition or construction works shall commence until Demolition Management Plan [DEMP] and a Construction Environmental Management Plan [CEMP] has been submitted to and approved in writing by the local planning authority in writing. The DEMP shall address all matters in relation to demolition including, but not limited to hours of works, a dust suppression plan and scheme for noise control.

The CEMP should contain or address the following matters:

- (a) Hours of use for the demolition and construction of the development
- (b) Hours and duration of any piling operations,
- (c) Details of any temporary hardstandings;
- (d) Details of temporary hoarding;
- (e) Details of the method for the control of noise with reference to BS5228 together with a monitoring regime;
- (f) Measures to reduce vibration and mitigate the impacts on sensitive receptors together with a monitoring regime;
- (g) Measures to reduce dust with air quality mitigation and monitoring,
- (h) Measures for water management including waste water and surface water discharge;
- (i) A method statement for the prevention of contamination of soil and groundwater and air pollution, including the storage of fuel and chemicals;
- (j) Details of a procedure to deal with any unforeseen contamination, should it be encountered during development;
- (k) A Site Waste Management Plan,
- (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.

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

SOUNDPROOFING/NOISE INSULATION

- 4 Prior to the commencement of development 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 road noise 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 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 Core Strategy and Policies for the Management of Development [2015].

NO WINDOWS IN FLANKS

- 5 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, or any order revoking or re-enacting those provisions, no additional windows or other openings shall be inserted in the flank elevations of the extensions hereby approved.

Reason: In the interests of neighbour amenity and privacy in accordance with Policy PMD1 of the adopted Thurrock Core Strategy and Policies for the Management of Development DPD – Focused Review [2015].

REMOVAL OF PERMITTED DEVELOPMENT RIGHTS

- 6 Notwithstanding the provisions of Schedule 2, Part 1, Classes A, B, E or F of the Town & Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no extensions, roof alterations shall be carried out to the buildings hereby permitted or outbuildings or hardstandings constructed within the curtilage of each dwelling without planning permission having been obtained

from the local planning authority.

Reason: In order to safeguard the amenity of future occupiers of the site and in the interests of the character of the area in accordance with policies PMD1, PMD2 and CSTP22 of the adopted Thurrock Core Strategy and Policies for the Management of Development [2015] and chapter 13 of the National Planning Policy Framework 2019.

DETAILS OF PARKING ALLOCATION

- 7 Prior to the occupation of the development hereby approved, a block plan shall be submitted to, and approved in writing by, the Local Planning Authority showing the allocation of parking spaces. Thereafter the development shall be carried out strictly in accordance with the detail approved.

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.

ELECTRIC CHARGING POINTS

- 8 Prior to the occupation of the development details of electric charging points for parking spaces shall be submitted to and approved by the local planning authority. The electric charging points shall installed as approved prior to occupation of the development and shall be maintained and retained in this form at all times thereafter.

Reason: In the interests of sustainability and to ensure that adequate car parking provision is available for electric vehicles in accordance with policies PMD8 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

SIGHT SPLAYS

- 9 Prior to occupation of the development hereby permitted sight splays measuring 2.3 metres x 2.3 metres shall be provided at each side of the proposed vehicle access and shall constructed concurrently with the remainder of the development and thereafter be retained and maintained. In particular, there shall be no physical obstruction within either sight splay above the level of 0.6ms when measured from the level of the adjoining highway carriageway.

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

ARBORICULTURAL METHOD STATEMENT

- 10 No development shall commence until information has been submitted and approved in writing by the Local Planning Authority in accordance with the requirements of BS5837:2012 in relation to tree replacement and protection as follows:

- Arboricultural method statement (including drainage service runs and construction of hard surfaces).
- Tree Protection Plan

The protective fencing and ground protection shall be retained until all equipment, machinery and surplus materials have been removed from the site. If within five years from the completion of the development an existing tree is removed, destroyed, dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, a replacement tree shall be planted within the site of such species and size and shall be planted at such time, as specified in writing by the local planning authority. The tree protection measures shall be carried out in accordance with the approved details.

Reason: To secure the retention of the trees within 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 Core Strategy and Policies for the Management of Development [2015].

SOFT AND HARD LANDSCAPING SCHEME

- 11 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 boundary treatments with materials, construction design and dimensions
- 5) of walls with brick types, construction design and dimensions
- 6) Details of paved surfacing, with materials finishing and edgings
- 7) 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 Core Strategy and Policies for the Management of Development [2015].

Informatives:

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

- 1 The Local Planning Authority has acted positively and proactively in determining this application and 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.

Highways Works

- 2 Any works, which are required within the limits of the highway reserve, require the permission of the Highway Authority and must be carried out under the supervision of that Authority's staff. The Applicant is therefore advised to contact the Authority at the address shown below before undertaking such works to apply for a Section 278 Agreement.

Highways Department,
Thurrock Council,
Civic Offices,
New Road,
Grays Thurrock,
Essex. RM17 6SL

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

