

Thurrock - An ambitious and collaborative community which is proud of its heritage and excited by its diverse opportunities and future

Planning Committee

The meeting will be held at **7.00 pm** on **13 September 2018**

Council Chamber, Civic Offices, New Road, Grays, Essex, RM17 6SL

Membership:

Councillors Tom Kelly (Chair), Steve Liddiard (Vice-Chair), Colin Churchman, Andrew Jefferies, Terry Piccolo, Gerard Rice, Sue Sammons, Angela Lawrence and Sue Shinnick

Steve Taylor, Campaign to Protect Rural England Representative

Substitutes:

Councillors Abbie Akinbohun, Clare Baldwin, Garry Hague, Victoria Holloway, Susan Little and Peter Smith

Agenda

Open to Public and Press

	Page
1 Apologies for Absence	
2 Minutes	5 - 14
To approve as a correct record the minutes of the Planning Committee meeting held on 16 August 2018.	
3 Item of Urgent Business	
To receive additional items that the Chair is of the opinion should be considered as a matter of urgency, in accordance with Section 100B (4) (b) of the Local Government Act 1972.	
4 Declaration of Interests	
5 Declarations of receipt of correspondence and/or any	

meetings/discussions held relevant to determination of any planning application or enforcement action to be resolved at this meeting

6 Planning Appeals 15 - 18

7 Public Address to Planning Committee

The Planning Committee may allow objectors and applicants/planning agents, and also owners of premises subject to enforcement action, or their agents to address the Committee. The rules for the conduct for addressing the Committee can be found on Thurrock Council's website at <https://www.thurrock.gov.uk/democracy/constitution> Chapter 5, Part 3 (c).

8 18/00507/FUL - Land Adjacent Moore Avenue, Devonshire Road, London Road South Stifford, Grays Essex 19 - 52

9 18/00343/FUL - Stanford Tyres and Servicing, London Road, Stanford Le Hope SS17 0LD (Deferred) 53 - 72

10 18/00830/FUL - Segro site, Land Adjacent A13 A1306 and to rear of 191-235 Purfleet Road, Aveley Essex 73 - 106

11 18/00988/HHA - Farmhouse Manor House Farm, Brentwood Road, Bulphan, Essex RM14 3TJ 107 - 122

12 18/01035/TBC - East Tilbury Library, Princess Avenue East Tilbury, Essex RM18 8ST 123 - 132

13 18/01033/TBC - East Tilbury Library, Princess Avenue, East Tilbury Essex RM18 8ST 133 - 142

14 18/00979/FUL - For Your Eyes Only, 16 Commonwealth House Montreal Road, Tilbury Essex RM18 7QX 143 - 148

Queries regarding this Agenda or notification of apologies:

Please contact Tisha Sutcliffe, Democratic Services Officer by sending an email to Direct.Democracy@thurrock.gov.uk

Agenda published on: **5 September 2018**

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DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF

Breaching those parts identified as a pecuniary interest is potentially a criminal offence

Helpful Reminders for Members

- *Is your register of interests up to date?*
- *In particular have you declared to the Monitoring Officer all disclosable pecuniary interests?*
- *Have you checked the register to ensure that they have been recorded correctly?*

When should you declare an interest *at a meeting*?

- **What matters are being discussed at the meeting?** (including Council, Cabinet, Committees, Subs, Joint Committees and Joint Subs); or
- If you are a Cabinet Member making decisions other than in Cabinet **what matter is before you for single member decision?**



Does the business to be transacted at the meeting

- relate to; or
- likely to affect

any of your registered interests and in particular any of your Disclosable Pecuniary Interests?

Disclosable Pecuniary Interests shall include your interests or those of:

- your spouse or civil partner's
- a person you are living with as husband/ wife
- a person you are living with as if you were civil partners

where you are aware that this other person has the interest.

A detailed description of a disclosable pecuniary interest is included in the Members Code of Conduct at Chapter 7 of the Constitution. **Please seek advice from the Monitoring Officer about disclosable pecuniary interests.**

What is a Non-Pecuniary interest? – this is an interest which is not pecuniary (as defined) but is nonetheless so significant that a member of the public with knowledge of the relevant facts, would reasonably regard to be so significant that it would materially impact upon your judgement of the public interest.

Pecuniary

If the interest is not already in the register you must (unless the interest has been agreed by the Monitoring Officer to be sensitive) disclose the existence and nature of the interest to the meeting

If the Interest is not entered in the register and is not the subject of a pending notification you must within 28 days notify the Monitoring Officer of the interest for inclusion in the register

Unless you have received dispensation upon previous application from the Monitoring Officer, you must:

- **Not participate or participate further in any discussion of the matter at a meeting;**
- **Not participate in any vote or further vote taken at the meeting; and**
- **leave the room while the item is being considered/voted upon**

If you are a Cabinet Member you may make arrangements for the matter to be dealt with by a third person but take no further steps

Non-pecuniary

Declare the nature and extent of your interest including enough detail to allow a member of the public to understand its nature



You may participate and vote in the usual way but you should seek advice on Predetermination and Bias from the Monitoring Officer.

Our Vision and Priorities for Thurrock

An ambitious and collaborative community which is proud of its heritage and excited by its diverse opportunities and future.

1. **People** – a borough where people of all ages are proud to work and play, live and stay
 - High quality, consistent and accessible public services which are right first time
 - Build on our partnerships with statutory, community, voluntary and faith groups to work together to improve health and wellbeing
 - Communities are empowered to make choices and be safer and stronger together

2. **Place** – a heritage-rich borough which is ambitious for its future
 - Roads, houses and public spaces that connect people and places
 - Clean environments that everyone has reason to take pride in
 - Fewer public buildings with better services

3. **Prosperity** – a borough which enables everyone to achieve their aspirations
 - Attractive opportunities for businesses and investors to enhance the local economy
 - Vocational and academic education, skills and job opportunities for all
 - Commercial, entrepreneurial and connected public services

Minutes of the Meeting of the Planning Committee held on 16 August 2018 at 7.00 pm

Present: Councillors Tom Kelly (Chair), Steve Liddiard (Vice-Chair), Colin Churchman, Andrew Jefferies, Terry Piccolo, Gerard Rice, Angela Lawrence and Sue Shinnick

Steve Taylor, Campaign to Protect Rural England
Representative

Apologies: No apologies

In attendance: Andrew Millard, Assistant Director - Planning, Transport and Public Protection
Matthew Gallagher, Principal Planner
Matthew Ford, Principal Highways Engineer
Tom Scriven
Tisha Sutcliffe, Democratic Service Officer

Before the start of the Meeting, all present were advised that the meeting may be filmed and was being recorded, with the audio recording to be made available on the Council's website.

24. Minutes

The minutes of the Planning Committee meeting held on 12 July 2018 were approved as a correct record.

25. Item of Urgent Business

There were no items of urgent business.

26. Declaration of Interests

There were no declarations of interest.

27. Declarations of receipt of correspondence and/or any meetings/discussions held relevant to determination of any planning application or enforcement action to be resolved at this meeting

Councillor Kelly declared that all Councillors of the Planning Committee received correspondence from Bellway Homes in regards to application 18/00507/FUL, Land Adjacent Moore Avenue, Devonshire Road.

28. Planning Appeals

Assistant Director of Planning, Transport and Public Protection stated there were no updates for the Committee on the Planning appeals.

29. 18/00507/FUL Land Adjacent Moore Avenue Devonshire Road and London Road, South Stifford, Grays Essex

The planning application was a proposal for the development of 102 dwellings and associated access, parking, public open space, landscaping and drainage infrastructure.

This application seeks full planning permission and proposes a new access road into the estate. The proposal for 102 dwellings would be for 48 flats, and 54 x 2, 3 and 4 bedroom homes. The buildings will vary between 2 and up to 4 storeys high on London Road.

The Principal Planner highlighted an error on the report on pages 35 and 36 as it stated the provision of dwellings would be 20% as affordable homes, although it was confirmed as 23%.

The homes would be designed with large windows and a similar design was proposed for the flatted blocks. The Principal Planner referred to photos of the site.

The existing properties in Moore Avenue would not be affected by access for the new dwellings as the vehicle access route would be from Devonshire Road which is to the east side of the site. The quantum of development was accepted by highways as there would be suitable access to Devonshire Road.

The Principal Planner stated that a previous application was considered by Committee in July 2017 which was approved. This established the principal of residential development and the issue of the land use was not objectionable. In terms of the layout and consideration, it would be an increase on density from what was proposed at last year's Committee.

The Principal Planner pointed out that on page 34 point 6.30 the viability only refers to primary school places however this will include secondary schools.

The recommendation was to grant the planning application subject to conditions and s.106 agreement.

The Chair asked if there were specific reasons as to why the roof for the flatted blocks was proposed as a flat roof and not a pitched roof. The Principal Planner stated that a flat roof design is most commonly used in modern flatted development and that a pitched roof would result in an increase in height.

Mrs Michelle Peters, Resident of Thurrock was invited to the Committee to present her statement of objection.

Councillor Q Abbas, Ward Councillor was invited to the Committee to present his statement of objection.

Mr Gregory Evans, Agent of the application was invited to the Committee to present his statement of support.

The Chair opened the Committee to questions regarding the application.

Councillor Rice, asked why 102 dwellings were being proposed without any extra health services being offered to the residents. The Principal Planner confirmed that correspondence was sent to NHS England, however the report did not include details of any response.

The Assistant Director of Planning, Transport and Public Protection said a response would need to be confirmed to ensure the health infrastructure could be negotiated.

Councillor Rice shared his concerns that residents of Thurrock are already required to wait a number of weeks for health appointments.

The Principal Planner confirmed on 18 April 2018 NHS England were consulted, however he could not comment as there were no details in the report as to any comments.

Councillor Rice said if there were 102 new units being built in the new settlement and no additional facilities for health services, this would raise serious concern. He recommended for the item be deferred allowing Planning Officers more time to explore with NHS England.

The Assistant Director of Planning, Transport and Public Protection felt this was a reasonable deferral to make if all members were in agreement with Councillor Rice.

The Principal Planner highlighted that Officers would be willing to discuss with NHS England. He stated that under the viability scheme the application can only cover a certain level of contribution whether this be affordable housing, education or health.

Councillor Rice stated there will be 102 new homes, without any health services which he felt was surprising.

Councillor Piccolo said regardless of the health facilities will there be a figure of how many doctors are required per household. The Principal Planner said this information would be calculated using information from GP services within the area, and how many patients they have and if they are at capacity or over. Any response from the NHS would then specify an amount of floor space necessary to meet any identified need.

Councillor Lawrence asked why the tree line would be removed and whether the size of the back gardens of current residents will be affected. The Principal Planner confirmed there will be 5 detached houses which will have a rear garden of 14 metres and the existing properties have a generous 35

metres back garden. The back to back distance would be between 45 / 49 metres and the main tree line will remain however they will be removing the excess scrub and bushes.

Councillor Shinnick asked the Planning Officer how the vehicles will access the site. The Principal Planner advised there would be a vehicle only access route through Devonshire Road.

Councillor Shinnick highlighted that on page 26 point 4.9 it stated there will be 20% of affordable homes. The Principal Planner confirmed that the outline application had put forward 35% of the units as affordable homes. The current application was subject to a viability assessment which showed that the site could deliver 23% affordable homes.

Mr Taylor highlighted in the report summary it stated the re-assessment of viability would be undertaken after two years, would this potentially be the case. The Principal Planner referred to the recommendations with a review mechanism being carried out if the application did not progress to a specified number of units within two years.

Mr Taylor wanted clarity that the volume of affordable housing would not be reduced. The Principal Planner confirmed that the percentage would be no less than 23%.

Ms Edwards, Locum Lawyer added that the s.106 would not necessarily mean the 23% may not change over time. However if such a request was made the LPA could refuse this although the agent would have the option to appeal. This would only be considered after 5 years under the s.106 agreement.

The Chair asked if the contribution towards health services would result in a reduction in contribution to other areas such as education. The Principal Planner confirmed that based on the costs of the development they would not request a larger percentage for affordable homes. If the NHS were to request a contribution ultimately this would have to come off the top line of the development which could mean a reduction in other contributions.

The Chair highlighted that the tree screening was part of the previous application, which meant this was important. The Principal Planner explained the landscaping was a reserved matter on the previous application and therefore any screening shown on the previous plans was indicative.

The Chair agreed there would need to be a response from NHS England before making a decision on this application.

Councillor Rice pointed out on page 29 it explained the framework, although there would be 102 new homes under doctored. He felt this application should be deferred to allow extra time for discussion with NHS England.

Councillor Liddiard asked if there would be a definite plan for a health hub in Grays and would they build within the same time scales. The Assistant

Director of Planning, Transport and Public Protection explained it would need to be discussed with NHS England.

Councillor Piccolo agreed for the proposed motion, however he felt there should be a deadline for discussion with NHS England as it would not be fair on the applicant.

It was proposed by Councillor Rice and seconded by Councillor Churchman that the application be deferred to allow Planning Officers time to discuss with NHS England.

For (7): Councillors Tom Kelly (Chair), Steve Liddiard (Vice-Chair), Colin Churchman, Andrew Jefferies, Terry Piccolo, Gerard Rice, Angela Lawrence and Sue Shinnick

Against: (1) Councillor Steve Liddiard

Abstain: (0)

RESOLVED:

The item be deferred to enable Officers to consider whether funding could be secured for NHS England to improve local healthcare facilities.

30. 17/01616/FUL: Old State Cinema, George Street, Grays Essex RM17 6LZ

The Chair explained the next two applications would be collated, due to them being two separate applications on the same site. The first application 17/01616/FUL proposed a change of use of the building from a cinema (use class D2) to a public house (use Class A4) and associated internal and external works to facilitate use, including the creation of external beer garden on frontage to George Street. The second application 17/01617/LBC was listed building consent to create a public house and ancillary areas within the existing building, including a full internal refurbishment and redecoration scheme and external works including a beer garden and full repairs of the external building.

The proposed building is east of Morrison's superstore and in the centre of George Street is the state Cinema. The Principal Planner said the key elements of the site were the ground stalls in the centre of the building and the projector room which will remain.

The shop units will be converted into a kitchen area, and will include a seating area on the stage and a beer garden located inside the building which would be open air.

The Principal Planner stated the proposal would be for one large bar area in the centre of ground floor of the building. The building had proposed toilet facilities on the first floor for all customers and a disabled toilet located on the ground floor along with a changing area.

The entrance of the site will be refurbished, as well as the organ which will remain in the centre of the bar area. The Principal Planner presented a number of pictures from the site when it was originally built and whilst in full use. The building is a fairly distinctive and contains a significant amount of water damage to the interior and exterior.

There will be a secondary access located on the east side of the building. This building has been long term vacant and the use of a JD Weatherspoon's would be appropriate use.

The Principal Planner stated that there would be additional licensing requirements that JD Weatherspoon's would have to explore before opening.

The application is recommended for approval, subject to conditions.

It was proposed by Councillor Churchman and seconded by Councillor Liddiard that the application be granted planning permission, subject to conditions, as per the Officer's recommendations.

For: (8) Councillors Colin Churchman, Andrew Jefferies, Tom Kelly, Angela Lawrence, Steve Liddiard, Terry Piccolo, Gerard Rice, and Sue Sammons

Against: (0)

Abstain: (0)

RESOLVED:

That the application be approved, subject to conditions.

31. 17/01617/LBC Old State Cinema, George Street, Grays Essex RM17 6LZ

The Principal Planner explained this application was for listed building consent and the objective was to ensure the building was back in full use. The proposal also requested for 3 substantial windows to brighten up the building and allow natural light to enter.

The applicant requested for a door way and service hatch to be installed to allow access from the kitchen area to the auditorium. The seating and stalls area would remain, however it will be refurbished to allow a new seating area to be fitted.

The Principal Planner explained the applicant had a positive performance history with taking on different types of buildings, refurbishing them and delivering full use of an unused building.

The Chair opened the Committee to questions regarding the planning application 17/01617/LBC and 17/01616/FUL Old State Cinema, George Street.

Councillor Piccolo asked whether the organ would be protected from the public as the pictures did not clarify this. Councillor Kelly responded and advised it was stated in the report.

Councillor Piccolo wanted clarity around the toilet area and whether there would be disabled access. The Principal Planner confirmed that a proposed disabled toilet with changing facilities on the ground floor and a staff toilet.

Councillor Lawrence was pleased the building would be in full use, however she was concerned whether the inside beer garden would include a smoking area.

Councillor Piccolo asked if there would only be one disabled toilet on the ground floor. The Principal Planner explained this was the only ground floor toilet on the report, although the staff toilets were located on the ground floor.

The Principal Planner addressed the previous question and advised the beer garden was described within the building and that smoking would be prohibited inside public places. However he assumed that JD Weatherspoon's would ensure there are dedicated smoking areas. As for security within the building, JD Weatherspoon's would need to explore this separately.

Councillor Lawrence asked if the security would be separate permissions as the Anchor in Grays was taken over by JD Weatherspoon's and there had been issues with intoxicated individuals and the police were made aware on a number of occasions. She did not want this building to be destroyed by the wrong crowd of people and CCTV would not be beneficial as the Police would not be able to attend incidents immediately. She requested for this to be discussed with the Police.

The Agent, Mr Gregg Elliott, representative of JD Weatherspoon's, was invited to the Committee to present his statement of support.

Mr Elliott, the agent explained to the Committee the beer garden would be located within the building however it would be an open aired area with barriers in place along the external areas and CCTV and staff members positioned around the building. He clarified that on the ground floor there will be a disabled toilet, and an accessible toilet on the right of the entrance with changing facilities, this had been designed for individuals who need carers or support.

The Chair highlighted that the pictures displayed water damage on the exterior as well as interior of the building and it would be positive if this was also addressed. He asked if the building would be fully refurbished including the exterior works. The Principal Planner referred to page 71 point 1.3 as it explained the general works would be addressed and the repairs would cover the whole building. On page 71 points 1.4 and 1.5 it explained in depth the amendments that would be made on the interior and exterior of the building.

Councillor Lawrence asked if JD Weatherspoon's would be willing to hire individuals from Thurrock as there are a number of unemployed people within the borough.

Mr Elliott explained their client worked in partnership with contractors to deliver the building and ultimately it would be for them to employ the workforce. He referred to the point regarding the organ which was located inside the centre of the building. He explained the organ would be lowered with a barrier around it and would be protected from the public however it would still be on display.

The Chair asked what plans were put in place to improve the outside of the building. Mr Elliott explained there would be a full refurbishment on the inside and outside of the building and a full cleanse after the work was completed. The building was presented to historic England and they had taken an interest in the potential the building had.

Councillor Piccolo stated that for such a large establishment there only appeared to be one bar area. He asked whether customers would be able to order food and drinks from their tables. Mr Elliott stated although there was only one bar in the large establishment this would be a 22 metres long bar. There would be facilities for food and drink to be ordered at the tables via the new App that can be downloaded onto mobile phones.

Councillor Rice stated this scheme should be commended as it was positive that JD Weatherspoon's were willing to put the building to good use.

It was proposed by Councillor Kelly and seconded by Councillor Liddiard that the application be granted planning permission, subject to conditions, as per the Officer's recommendations.

For: (8) Councillors Colin Churchman, Andrew Jefferies, Tom Kelly, Angela Lawrence, Steve Liddiard, Terry Piccolo, Gerard Rice, and Sue Sammons

Against: (0)

Abstain: (0)

RESOLVED:

That the application be approved, subject to conditions.

32. 18/00901/FUL: Hillside Scout Group, Bradford Lodge Hillside Grays, Essex RM17 5SX

The application sought approval for the replacement of an existing roof and new external ramp. The proposal was to seek planning permission to replace the existing roof of the building and to install an access ramp at the main entrance of the building.

The Principal Planner confirmed that the replacement roof would be the same size and there were no concerns with the design or amenity of the building.

The Chair opened the Committee to questions regarding the planning application 18/00901/FUL Hillside Scout Group, Bradford Lodge Hillside, Grays Essex RM17 5SX.

There were no questions to be asked by the members of the Committee.

It was proposed by Councillor Liddiard and seconded by Councillor Churchman that the application be granted planning permission, subject to conditions, as per the Officer's recommendations.

For (8): Councillors Colin Churchman, Andrew Jefferies, Tom Kelly, Angela Lawrence, Steve Liddiard, Terry Piccolo, Gerard Rice, and Sue Sammons

Against: (0)

Abstain: (0)

RESOLVED:

That the application be approved subject to conditions.

The meeting finished at 8.58 pm

Approved as a true and correct record

CHAIR

DATE

**Any queries regarding these Minutes, please contact
Democratic Services at Direct.Democracy@thurrock.gov.uk**

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13 September 2018	ITEM: 6
Planning Committee	
Planning Appeals	
Wards and communities affected: All	Key Decision: Not Applicable
Report of: Leigh Nicholson, Strategic Lead - Development Services	
Accountable Assistant Director: Andy Millard, Assistant Director – Planning, Transportation and Public Protection.	
Accountable Director: Steve Cox, Corporate Director - Place	

Executive Summary

This report provides Members with information with regard to planning appeal performance.

1.0 Recommendation(s)

1.1 To note the report

2.0 Introduction and Background

2.1 This report advises the Committee of the number of appeals that have been lodged and the number of decisions that have been received in respect of planning appeals, together with dates of forthcoming inquiries and hearings.

3.0 Appeals Lodged:

3.1 **Application No:** 18/00416/HHA

Location: 1 Tudor Avenue, Stanford Le Hope

Proposal: Erection of two storey part single storey side extension.

3.2 **Application No:** 17/01594/FUL

Location: Costcutter, 43 - 47 St Johns Way, Corringham

Proposal: Part change of use from A1 to A3 and A5 use

4.0 Appeals Decisions:

The following appeal decisions have been received:

4.1 Application No: 17/01691/HHA

Location: 2 Marie Close Corringham

Proposal: Retention of roof canopy to existing pool plant room

Decision: Appeal Withdrawn

5.0 Forthcoming public inquiry and hearing dates:

5.1 Application No: 17/00390/CUSE - 17/00076/CLEUD

Location: Hovels Farm, Vange Park Road

Proposal: Unauthorised use of the land.

Dates: To be confirmed.

5.2 Application No: 16/01512/FUL

Location: Land Adjacent Astons Villa and Appletons, Brentwood Road, Bulphan

Proposal: Change of use of land to residential use for Romani Gypsy family and stationing of one caravan and one camper van for residential occupation with ancillary works comprising modified access and area of hardstanding.

Dates: To be confirmed.

6.0 APPEAL PERFORMANCE:

6.1 The following table shows appeal performance in relation to decisions on planning applications and enforcement appeals.

	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	
Total No of Appeals	5	0	4	2									11
No Allowed	0	0	0	1									1
% Allowed													9.09%

7.0 Consultation (including overview and scrutiny, if applicable)

7.1 N/A

8.0 Impact on corporate policies, priorities, performance and community impact

8.1 This report is for information only.

9.0 Implications

9.1 Financial

Implications verified by: **Laura Last**
Management Accountant

There are no direct financial implications to this report.

9.2 Legal

Implications verified by: **Benita Edwards**
Interim Deputy Head of Law (Regeneration)
and Deputy Monitoring Officer

The Appeals lodged will either have to be dealt with by written representation procedure or (an informal) hearing or a local inquiry.

Most often, particularly following an inquiry, the parties involved will seek to recover from the other side their costs incurred in pursuing the appeal (known as 'an order as to costs' or 'award of costs').

9.3 Diversity and Equality

Implications verified by: **Natalie Warren**
Strategic Lead Community Development
and Equalities

There are no direct diversity implications to this report.

9.4 Other implications (where significant) – i.e. Staff, Health, Sustainability, Crime and Disorder)

None.

10. Background papers used in preparing the report (including their location on the Council's website or identification whether any are exempt or protected by copyright):

- All background documents including application forms, drawings and other supporting documentation can be viewed online: www.thurrock.gov.uk/planning. The planning enforcement files are not public documents and should not be disclosed to the public.

11. Appendices to the report

- None

Reference: 18/00507/FUL	Site: Land Adjacent Moore Avenue Devonshire Road And London Road South Stifford Grays Essex
Ward: West Thurrock And South Stifford	Proposal: Redevelopment of the site to provide 102 dwellings and associated access, parking, public open space, landscaping and drainage infrastructure.

Plan Number(s):		
Reference	Name	Received
1001A	Other	11th April 2018
1100	Roof Plans	11th April 2018
1200A	Other	11th April 2018
1201B	Site Layout	14th June 2018
1202C	Other	11th April 2018
1203B	Other	14th June 2018
1204A	Other	11th April 2018
1205A	Other	11th April 2018
1300C	Site Layout	14th June 2018
1301A	Sections	11th April 2018
1400A	Floor Layout	11th April 2018
1401A	Floor Layout	11th April 2018
1402A	Floor Layout	11th April 2018
1403A	Floor Layout	11th April 2018
1404A	Floor Layout	11th April 2018
1405A	Floor Layout	11th April 2018
1406A	Floor Layout	11th April 2018
1407A	Floor Layout	11th April 2018
1408A	Floor Layout	11th April 2018
1409A	Floor Layout	11th April 2018
1410A	Floor Layout	11th April 2018
1411A	Floor Layout	11th April 2018
1500A	Floor Layout	11th April 2018

1501A	Floor Layout	11th April 2018
1502A	Floor Layout	11th April 2018
1503A	Floor Layout	11th April 2018
1504A	Floor Layout	11th April 2018
1505A	Floor Layout	11th April 2018
1506A	Floor Layout	11th April 2018
1507A	Floor Layout	11th April 2018
1508A	Floor Layout	11th April 2018
1509A	Floor Layout	11th April 2018
1510A	Floor Layout	11th April 2018
1511A	Floor Layout	11th April 2018
1512A	Floor Layout	11th April 2018
1513A	Floor Layout	11th April 2018
1514A	Floor Layout	11th April 2018
1515A	Floor Layout	11th April 2018
1516A	Floor Layout	11th April 2018
1520A	Floor Layout	11th April 2018
1700A	Elevations	11th April 2018
1701A	Elevations	11th April 2018
1702A	Elevations	11th April 2018
1703A	Elevations	11th April 2018
1800A	Elevations	11th April 2018
1801A	Elevations	11th April 2018
1802A	Elevations	11th April 2018
1850A	Elevations	11th April 2018
1851A	Elevations	11th April 2018
1852A	Elevations	11th April 2018
1853A	Elevations	11th April 2018
1854A	Elevations	11th April 2018
1855A	Elevations	11th April 2018
1856A	Elevations	11th April 2018
1857A	Elevations	11th April 2018
1858A	Elevations	11th April 2018
1875A	Elevations	11th April 2018
1350A	Landscaping	14th June 2018
1352	Landscaping	11th April 2018
1353	Landscaping	11th April 2018
1351	Landscaping	11th April 2018
1354	Landscaping	11th April 2018

1000B	Location Plan	11th April 2018
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<p>The application is also accompanied by:</p> <ul style="list-style-type: none"> - Planning Statement - Design and Access Statement - Arboriculture Impact Assessment - Ecology Strategy - FRA - Noise Assessment - Outdoor Lighting Report - Transport Statement 	
<p>Applicant: Bellway Homes Limited (Thames Gateway)</p>	<p>Validated: 7 April 2018 Date of expiry: 30 September 2018</p>
<p>Recommendation: Approve, subject to conditions and s.106 agreement.</p>	

1.0 BACKGROUND

1.1 Consideration of this application was deferred at the 16 August 2018 Planning Committee meeting to enable Officers to consider whether funding could be secured for NHS England to improve local healthcare facilities.

2.0 NHS CONTRIBUTIONS

2.1 Policy PMD16 of the Core Strategy indicates that where needs would arise as a result of development the Council will seek to secure planning obligations under Section 106 of the Town and Country Planning Act 1990 and any other relevant guidance. The policy states that the Council will seek to ensure that development contribute to proposals to deliver strategic infrastructure to enable the cumulative impact of development to be managed and to meet the reasonable cost of new infrastructure made necessary by the proposal.

2.2 Following changes in legislation (Community Infrastructure Levy Regulations), in April 2015 the Council produced its Infrastructure Requirement List (IRL) which changed the way in which planning obligations through section 106 agreements can be sought. The changes brought in pooling limitations to a maximum of 5 contributions towards a type or item of infrastructure. The IRL therefore provides an up to date list of physical, social and green infrastructure to support new development in Thurrock. This list is bi-annually reviewed to ensure it is up to date. The IRL applies a number of different development scenarios. The Council can only seek contributions to projects on the IRL.

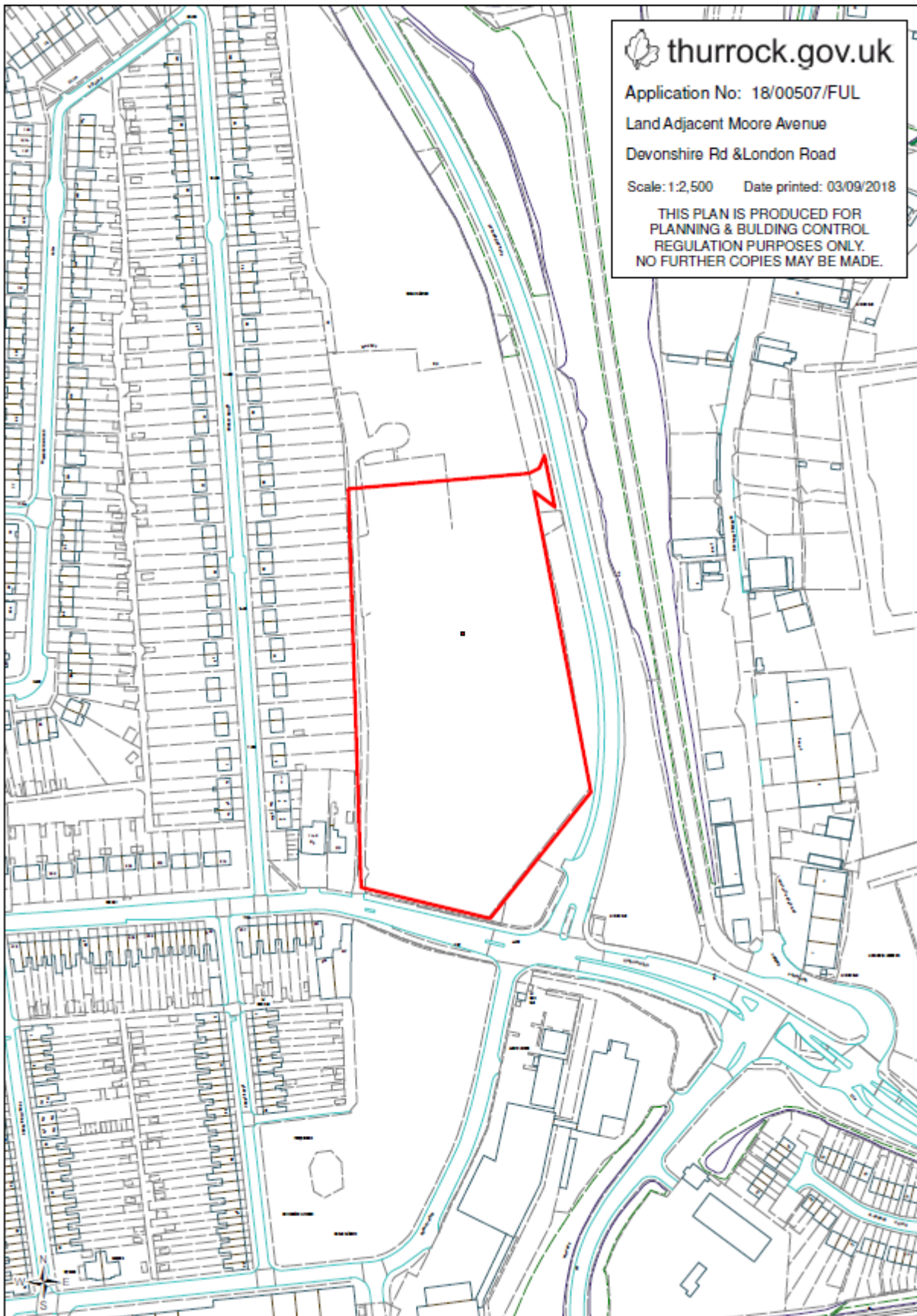
- 2.3 NHS England have sought a financial contribution towards the Thurrock Health Centre in Grays to mitigate the impact of the development, however the Centre is not listed on the IRL as an infrastructure project. The request was not therefore factored into the draft s.106 agreement.
- 2.4 Since the deferral of the item, Officers have discussed the request with NHS England; they have advised that the contribution could be used on a variety of methods to improve capacity for the benefits of patients of the practice, but the methods described are not compliant with CIL regulations (i.e. offsite works, recruitment costs).
- 2.5 NHS England have been advised that unless a specific, CIL compliant project is listed in the IRL the Council will not be able to secure a financial contribution towards the improvement of healthcare. Officers have advised NHS England to liaise with the Council to ensure that all potential projects are entered onto the IRL.

3.0 CONCLUSION

- 3.1 Despite the response from NHS England, for the reasons set out above, the Council cannot reasonably or lawfully accept contributions at this time towards local healthcare facilities.

4.0 RECOMMENDATION

- 4.1 The application be recommended for approval subject to the conditions on the report attached as Appendix 1 and the following S106 requirements:
- (i) The provision of 23% of the dwellings as affordable housing (intermediate tenure – 10 x 1 bed and 13 x 2 bed);
 - (ii) Financial contribution of £568,389.07 (subject to indexation) payable prior to first occupation towards the cost of additional primary school places (Belmont Academy) and secondary school places (William Edwards).
 - (iii) Review mechanism in the event that the scheme has not reached slab level on 50 units within 2 years of consent being granted.



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APPENDIX 1

Reference: 18/00507/FUL	Site: Land Adjacent Moore Avenue Devonshire Road And London Road South Stifford Grays Essex
Ward: West Thurrock And South Stifford	Proposal: Redevelopment of the site to provide 102 dwellings and associated access, parking, public open space, landscaping and drainage infrastructure.

Plan Number(s):		
Reference	Name	Received
1001A	Other	11th April 2018
1100	Roof Plans	11th April 2018
1200A	Other	11th April 2018
1201B	Site Layout	14th June 2018
1202C	Other	11th April 2018
1203B	Other	14th June 2018
1204A	Other	11th April 2018
1205A	Other	11th April 2018
1300C	Site Layout	14th June 2018
1301A	Sections	11th April 2018
1400A	Floor Layout	11th April 2018
1401A	Floor Layout	11th April 2018
1402A	Floor Layout	11th April 2018
1403A	Floor Layout	11th April 2018
1404A	Floor Layout	11th April 2018
1405A	Floor Layout	11th April 2018
1406A	Floor Layout	11th April 2018
1407A	Floor Layout	11th April 2018
1408A	Floor Layout	11th April 2018
1409A	Floor Layout	11th April 2018
1410A	Floor Layout	11th April 2018
1411A	Floor Layout	11th April 2018
1500A	Floor Layout	11th April 2018

1501A	Floor Layout	11th April 2018
1502A	Floor Layout	11th April 2018
1503A	Floor Layout	11th April 2018
1504A	Floor Layout	11th April 2018
1505A	Floor Layout	11th April 2018
1506A	Floor Layout	11th April 2018
1507A	Floor Layout	11th April 2018
1508A	Floor Layout	11th April 2018
1509A	Floor Layout	11th April 2018
1510A	Floor Layout	11th April 2018
1511A	Floor Layout	11th April 2018
1512A	Floor Layout	11th April 2018
1513A	Floor Layout	11th April 2018
1514A	Floor Layout	11th April 2018
1515A	Floor Layout	11th April 2018
1516A	Floor Layout	11th April 2018
1520A	Floor Layout	11th April 2018
1700A	Elevations	11th April 2018
1701A	Elevations	11th April 2018
1702A	Elevations	11th April 2018
1703A	Elevations	11th April 2018
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1850A	Elevations	11th April 2018
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1852A	Elevations	11th April 2018
1853A	Elevations	11th April 2018
1854A	Elevations	11th April 2018
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1000B	Location Plan	11th April 2018
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<p>The application is also accompanied by:</p> <ul style="list-style-type: none"> - Planning Statement - Design and Access Statement - Arboriculture Impact Assessment - Ecology Strategy - FRA - Noise Assessment - Outdoor Lighting Report - Transport Statement 	
<p>Applicant: Bellway Homes Limited (Thames Gateway)</p>	<p>Validated: 7 April 2018 Date of expiry: 26 July 2018 (Extension of time agreed with applicant).</p>
<p>Recommendation: Approve, subject to conditions and s.106 agreement.</p>	

This application is scheduled for determination by the Planning Committee because the application is of a strategic nature (in accordance with 2.1. (a) of the Council's Constitution).

1.0 DESCRIPTION OF PROPOSAL

1.1 This application seeks full planning permission for the development of 102 dwellings, with associated private and public amenity space, means of enclosure, parking, vehicle and pedestrian accesses and drainage.

1.2 Table 1 below summarises some of the main points of detail contained within the development proposal:

Site Area (Gross)	2.31ha						
Height	2 – 4 storeys						
Units (All)	Type (ALL)	1-bed	2-bed	3-bed	4 bed	TOTAL	
	Houses	0	10	32	12	54	
	Flats	10	38	0	0	48	

	TOTAL	14	11	0	0	102
Affordable Units	Type (ALL)	1-bed	2-bed	3-bed	4-bed	TOTAL
	Houses	0	0	0	0	0
	Flats	7	13	0	0	20
	TOTAL	0	0	0	0	0
Car Parking	Flats: 48 spaces (1 per flat) Houses: 180 spaces (total houses 54 – 1.76spaces per dwelling) Visitors: 25 spaces Total: 25 spaces					
Amenity Space	Private amenity space for the houses and communal amenity space for the flats.					
Density	44 dwellings per hectare for the site (varies across the site)					

Access

- 1.3 The proposed development would be served by a single vehicular access point onto Devonshire Road approximately 250m north of the junction with London Road. A new cycle and pedestrian access point would be provided to the south western corner of the site with London Road, close to the front boundary of No 312 London Road.

In terms of parking, occupiers of the flats would park within shared communal parking areas while the occupiers of the houses would be provided with either on-plot parking spaces or spaces within communal parking areas.

Layout

- 1.4 The development would be laid out effectively with three central areas (running through the centre of the site) where houses would back onto one another with private gardens to the rear. Detached properties would back onto the western boundary of the site and flatted blocks would provide street frontages onto London Road and Devonshire Road. The flatted units would provide a strong corner turning feature for the development on the junction.

Scale and Appearance

- 1.5 The houses would be two storeys with pitched roofs while the flatted units would be four storeys with flat roofs. A limited palette of external finishing materials is proposed across the whole of the site comprising a dark buff brick, slate coloured roof tiles and grey framed windows. Feature porches and tall windows would add interest and create a modern appearance to the houses. The flats would similarly have deep windows and projecting balconies to break up the massing of the

building and add visual interest.

2.0 SITE DESCRIPTION

- 2.1 The site comprises a broadly rectangular-shaped parcel of land, extending to approximately 2.32 hectares. The site is located to the north west of the junction with London Road and Devonshire Road. An existing access is located in the south eastern corner of the site.
- 2.2 The site is presently vacant, having not been used for some time. The site is partially overgrown as a result of being left vacant. There are trees along the western and southern boundary which provide some screening on these boundaries.
- 2.3 Natural ground levels across the site fall gently from north to south towards London Road. The site, for the most part, is located in the low flood risk area (Zone 1) but toward the southern part of the site falls within Zones 2 and 3(a).
- 2.4 The west of the site is bounded by the rear gardens and accesses to the rear of properties on Moore Avenue, which are generally 1930's two storey houses. The southern side of the site is bounded by London Road and the eastern side of the site is bounded by Devonshire Road with Askews Farm Industrial estate beyond.

3.0 RELEVANT HISTORY

Reference	Description	Decision
16/01625/OUT	Redevelopment of the site for the provision of up to 75 dwellings with vehicular, pedestrian and cycle access from Devonshire and London Roads, internal access roads, footpaths, cycleways, parking, public open space, landscaping and drainage infrastructure (Outline application with all matters reserved except for access)	Approved subject to legal agreement

4.0 CONSULTATIONS AND REPRESENTATIONS

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

PUBLICITY:

4.2 The application has been publicised by the display of a site notice, a newspaper advertisement and consultation with relevant consultees and neighbours.

4.3 Eight letters of representation have been received objecting for the following reasons:

- Increase in number of units since recent approval;
- More flats since recent approval;
- Parking problems will be worsened;
- The village life feel of the area is being destroyed;
- Loss of privacy for existing residents;
- Noise impact during construction;
- Local bus services already struggle due to traffic;
- Security of rear gardens of established properties;
- Impact on property values

ENVIRONMENTAL HEATH:

4.4 No objections, subject to conditions.

ANGLIAN WATER:

4.5 No objections, subject to conditions.

HIGHWAYS:

4.6 No objections, subject to conditions.

LANDSCAPE AND ECOLOGY ADVISOR:

4.7 No objections, subject to condition.

EDUCATION:

4.8 A section 106 contribution is required to mitigate the impact of the development.

HOUSING:

4.9 35% affordable housing is required.

HEALTH & SAFETY EXECUTIVE:

4.10 Does not advise against development.

FLOOD RISK MANAGER:

4.11 Object to drainage strategy [this can be covered by conditions].

ESSEX COUNTY COUNCIL (ARCHAEOLOGY):

4.12 No objections, subject to conditions.

ESSEX & SUFFOLK WATER:

4.13 No objections.

BRITISH PIPELINE AGENCY:

4.14 No objections, not in zone of interest.

HIGHWAYS ENGLAND:

4.15 No objections.

EMERGENCY PLANNING:

4.16 No objections, subject to conditions.

SPORT ENGLAND:

4.17 No objections.

REGENERATION:

4.18 No objections.

5.0 POLICY CONTEXT

NATIONAL POLICY CONTEXT

5.1 National Planning Policy Framework (NPPF)

The NPPF was published on 27th March 2012. The NPPF is a material consideration in planning decisions. The following headings and content of the NPPF are relevant to the consideration of the current proposals.

- delivering a wide choice of high quality homes;

- requiring good design;
- promoting healthy communities; and
- meeting the challenge of climate change, flooding and coastal change.

5.2 Planning Practice Guidance

In March 2014 the Department for Communities and Local Government (DCLG) launched its planning practice guidance web-based resource. The PPG contains a number of subject areas, with each area containing several subtopics. Those of particular relevance to the determination of this planning application comprise:

- Climate change;
- Design;
- Flood risk and coastal change;
- Renewable and low carbon energy; and
- Use of planning conditions.

LOCAL POLICY CONTEXT

5.3 Thurrock Local Development Framework (2015)

The Council adopted the “Core Strategy and Policies for the Management of Development Plan Document” (as amended) in 2015. The Adopted Interim Proposals Map shows the site as a ‘Housing Land Proposal’. The following Core Strategy policies apply to the proposals:

SPATIAL POLICIES:

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

THEMATIC POLICIES:

- CSTP1 (Strategic Housing Provision)

- CSTPP2 (The Provision of Affordable Housing)
- CSTP9 (Well-being: Leisure and Sports)
- CSTP10 (Community Facilities)
- CSTP11 (Health Provision)
- CSTP12 (Education and Learning)
- CSTP14 (Transport in the Thurrock Urban Area: Purfleet to Tilbury)³
- CSTP19 (Biodiversity)
- CSTP20 (Open Space)
- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)²
- CSTP24 (Heritage Assets and the Historic Environment)
- CSTP25 (Addressing Climate Change)²
- CSTP26 (Renewable or Low-Carbon Energy Generation)²
- CSTP27 (Management and Reduction of Flood Risk)²

POLICIES FOR THE MANAGEMENT OF DEVELOPMENT:

- PMD1 (Minimising Pollution and Impacts on Amenity)²
- PMD2 (Design and Layout)²
- PMD4 (Historic Environment)²
- PMD5 (Open Spaces, Outdoor Sports and Recreational Facilities)³
- PMD7 (Biodiversity, Geological Conservation and Development)²
- PMD8 (Parking Standards)³
- PMD9 (Road Network Hierarchy)

- PMD10 (Transport Assessments and Travel Plans)²
- PMD12 (Sustainable Buildings)²
- PMD13 (Decentralised, Renewable and Low Carbon Energy Generation);
- PMD15 (Flood Risk Assessment)²
- PMD16 (Developer Contributions)²

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

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. Consultation on an Issues and Options (Stage 2 Spatial Options and Sites) document will be undertaken in 2018.

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. Design and Layout
- III. Traffic Impact, Access and Car Parking
- IV. Impact on ecology and biodiversity
- V. Ground Contamination
- VI. Noise and Air Quality
- VII. Flood Risk and Site Drainage
- VIII. Planning Obligations
- IX. Other Matters

I. PRINCIPLE OF THE DEVELOPMENT

- 6.2 The principle of housing on this site has been established by the grant of planning permission 16/01625/OUT in 2017.
- 6.3 Policy CSSP1 refers principally to housing delivery and states, inter-alia, that new residential development will be directed to previously developed land in the urban area, outlying settlements and other existing built-up areas. Policy CSTP1 also refers to housing growth targets, a general approach to housing density and the mix of new dwellings. The development would provide a mixture of flats and houses of different sizes.
- 6.4 In light of the extant planning permission and the policy context above, the principle of the development is considered to be acceptable.

II. DESIGN AND LAYOUT

- 6.5 The development would take the form of three residential cores created by two storey houses with back to back private garden areas. Parking would be provided to the front of the dwellings in each area. This traditional layout would provide a good quality living environment for potential occupiers.
- 6.6 Two storey dwellings are considered to be an appropriate response to the local context and the established properties to the west. In addition, the two storey dwellings fronting onto Devonshire Road would ensure the development does not dominate this frontage. The taller flatted blocks would be positioned to the south and south east of the site to anchor the development in the landscape and provide a strong frontage to London Road. The area adjacent to the site to the west is made up of a variety of building, of different ages, designs and heights. It is considered that the appearance and height of buildings to the southern part of the site would be acceptable.
- 6.7 The development would result in dwellings backing onto Moore Avenue, however given the distance between these properties and the established dwellings, the proposal would not be harmful to the amenities of the occupiers of those properties.
- 6.8 The southern boundary of the site would be treated by a Sustainable Urban Drainage (SUD's) swale and tree planting which would integrate the development into the site and provide a green buffer between the residential properties and the London Road.
- 6.9 With regard to design and layout issues, the Thurrock Design Guide was adopted as a supplementary planning document and endorsed as a material consideration in the determination of planning applications in March 2017. Section 3 of the Guide ('Designing in Context') requires applicants to appraise a development site by taking the following considerations into account:

- understanding the place;
- working with site features;
- making connections; and
- building in sustainability.

- 6.10 It is considered that the Design & Access Statement and information accompanying the application provides a thorough understanding of the context of the site and the physical constraints influencing the opportunities for development of the site. The proposed two storey dwellings have pitched roof and windows in a traditional form. However, given the restrained palette of external materials and large window openings the two storey dwellings would have a modern appearance. Given the mixed character of the area the proposed design is considered to be acceptable.
- 6.11 The proposed four storey apartment blocks would be constructed from the same materials as the houses and would have window proportions similar to the houses. This would draw the site together in design terms. Balconies would be provided on the frontages of the blocks. Whilst it would be preferable for the balconies to be set within the building, these would provide some visual interest to the front of the building and allow for residents to have a useable outdoor area.
- 6.12 Letters have been received objecting to the increase in density since the approval of application 16/01625/OUT. It is recognised that the scheme has been revised since the outline approval, however the proposed layout would make an efficient use of land and the plans submitted show that the number of units can be accommodated on the site in an acceptable form.
- 6.13 Accordingly the proposal is considered to satisfy the relevant criteria of Policies PMD1, PMD2 and CSTP22 of the Core Strategy.

III. TRAFFIC IMPACT, ACCESS AND CAR PARKING

- 6.14 The Council's Highways Officer raises no objection to the principle of the development on this site subject to conditions. Accordingly, subject to conditions, the proposal is considered to comply with Policies PMD8, PMD9, and PMD10.

IV. IMPACT ON ECOLOGY AND BIODIVERSITY

- 6.15 The site does not form part of any area designated for nature conservation interest on either a statutory or non-statutory basis. Two Sites of Special Scientific Interest (SSSI) are located within 2km of the site, namely Lion Pit and Grays Thurrock Chalk Pit. These sites are designated for their geological importance habitat that supports an assemblage of invertebrate interest respectively. Given their distance from the site and the character of the proposals it is unlikely that the residential development would impact upon these statutory designations. Ten non-statutory

Local Wildlife Sites are also located within 2km of the site though the development proposals would be unlikely to significantly harm the nature conservation interest of these sites.

- 6.16 An ecological survey has been provided. The ecological survey, indicates that the development would not have a harmful impact on the site or the wider area.
- 6.17 An Arboricultural Impact Assessment of the trees on and around the site has been provided. The surveys indicates that the majority of the trees will be retained and will used to create a setting for the proposed development
- 6.18 The Council's Landscape and Ecology Advisor agrees with the findings of the ecological surveys, but recommends updates to the survey to ensure any scheme takes account of ecology on site. The surveys would need to be carried out prior to development taking place. This matter could be controlled by planning condition.
- 6.19 With reference to trees, the Council's Landscape and Ecology Advisor indicates that the trees that would remain could provide a good basis for the site, he therefore recommends an Arboricultural Method Statement be submitted as part of any reserved matters application.
- 6.20 Subject to the conditions proposed, it is concluded that the impacts of the proposals on ecology and biodiversity interests are acceptable.

V. GROUND CONTAMINATION

- 6.21 There are no identified contamination issues on the site. The Council's Environmental Health Officer (EHO) considers that the site will be suitable for residential use but recommends a watching brief for any unforeseen contamination. This could be covered by planning condition.

VI. NOISE AND AIR QUALITY

- 6.22 The application site is located close to London Road (in part) which is a main link between Grays, West Thurrock and Lakeside beyond. The location of some of the proposed dwellings close to London Road has potential impacts in terms of noise impact.
- 6.23 The Council's EHO is satisfied with the results of the noise survey and suggests a condition should be applied to treat the dwellings where they are closest to London Road. Mitigation measures such as enhanced glazing specification will be required to reduce internal noise levels to an acceptable level. This issue can be covered by condition.
- 6.24 There are no air quality issues affecting the site on the basis of the proposed layout.

VII. FLOOD RISK AND SITE DRAINAGE

- 6.25 The majority of the site is located within the low risk flood area (Zone 1). However, as the site area is greater than 1 hectare and an area of the site falls within Flood Zone 2 and 3 the application is accompanied by a site specific flood risk assessment (FRA). The FRA concludes that the development is acceptable in flood risk terms as all sources of potential flooding (river, sea, surface water, ground water, sewers and reservoirs) pose a low risk.
- 6.26 The Council has applied the Sequential and Exception Test, which is required by the NPPF. The purpose of the Sequential Test is to steer new development to areas with the lowest probability of flooding (Zones 1 and 2). Development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. If, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives for the development to be located in zones with a lower probability of flooding the Exception Test can be applied.
- 6.27 The Sequential Test has been applied to the proposals and that Test concludes that there are no reasonably available sites located in areas of lower flood risk within the search area that would be appropriate for the type of development proposed. The Exception Test also needs to be applied as the proposal is classified as a 'more vulnerable use' within flood zone 3 but it is considered that the proposals would deliver benefits to sustainability which would outweigh flood risk issues and that, subject to mitigation, the development will be safe without increasing flood risk elsewhere.
- 6.28 The response from the Flood Risk Manager raises a holding objection due to the adequacy of the Drainage Strategy this matter could be covered by a condition to update the submitted Strategy. In addition the Council's Civil Protection Officer raises no objection subject to the submission of a Flood Warning and Evacuation Plan, which can also be covered by a condition.

VIII. PLANNING OBLIGATIONS

- 6.29 Adopted Core Strategy policy CSTP2 seeks the provision of 35% affordable housing and policy PMD16, seeks planning obligations through S106 agreement (as appropriate) to mitigate the impact of development.
- 6.30 Comments from the Council's Education Team note that a financial contribution is required to mitigate the impact of the development on primary and secondary school provision in the locality. The Infrastructure Requirement List identifies extensions to a primary school in the Grays primary school planning area and extension to a secondary school in the central secondary school planning area as

infrastructure projects; the contribution required is £654,722.74.

- 6.31 The applicant has provided a viability appraisal as part of the application. This assessment was based on the value assumptions of the previous application with an uplift to encompass the additional units, in terms of contributions. The proposal is for 20% of the total units being provided as affordable housing.
- 6.32 The appraisal indicates that the scheme cannot support a policy compliant level of affordable housing and that contributions can only be provided on the basis as submitted in the assessment. The financial information within the appraisal is commercially sensitive, but has been assessed by the Council's appointed independent assessors.
- 6.33 The Council's independent assessors have reviewed the document, and although disagreeing with some of the value assumptions, they agree that the scheme would be unviable if further contributions or affordable housing was sought. As with other similar schemes, they advise that a review mechanism is implemented and carried out if the scheme has not reached slab level within 2 years of consent being granted. Subject to the inclusion of such a review mechanism in the 106 agreement, it is considered that the Council would not be in a position to object on the grounds of the proposed level of affordable housing provision or contributions at this time.

IX. OTHER MATTERS

- 6.34 The application site lies within the consultation zones of the NuStar fuel storage facility to the north east of the site on Askews Farm Lane. The applicant has been involved in detailed discussion with the Health and Safety Executive (HSE) about the zoning and the development, the HSE has indicated on the basis of the specific layout provides there are no objections to granting consent for housing on this site.
- 6.35 The response from the Archaeology team at Essex County Council recommends a watching brief in case there is material of any interest. This could be covered by an appropriate condition.

7.0 CONCLUSIONS AND REASONS FOR APPROVAL

- 7.1 This application seeks full planning permission for the residential development of the site. The site lies within a mixed use area and is close to one of the major regeneration hubs in the Borough. Accordingly, the principle of the development is sound.
- 7.2 The proposed layout and all matters of detail would be acceptable to create a suitable modern development. Other matters such as noise, archaeology, ecology, flood risk and contamination could be dealt with by appropriate conditions.

8.0 RECOMMENDATION

8.1 Grant planning permission subject to:

A: The applicant and those with an interest in the land entering into an obligation under section 106 of the Town and Country Planning Act 1990 with the following heads of terms:

- (i) The provision of 20 dwellings as affordable housing (intermediate tenure);
- (ii) Financial contribution of £239,189.32 (subject to indexation) payable prior to first occupation towards the cost of additional secondary school places within the central secondary school planning area;
- (iii) Review mechanism in the event that the scheme has not reached slab level within 2 years of consent being granted.

B: The following planning conditions:

Full Planning Applications - Three year time limit on commencement.

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.

Accordance with Plans

2 The development hereby permitted shall be carried out in accordance with the following approved plans, unless otherwise agreed in writing by the local planning authority:

Plan Number(s):		
Reference	Name	Received
1001A	Other	11th April 2018
1100	Roof Plans	11th April 2018
1200A	Other	11th April 2018
1201B	Site Layout	14th June 2018
1202C	Other	11th April 2018
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1406A	Floor Layout	11th April 2018
1407A	Floor Layout	11th April 2018
1408A	Floor Layout	11th April 2018
1409A	Floor Layout	11th April 2018
1410A	Floor Layout	11th April 2018
1411A	Floor Layout	11th April 2018
1500A	Floor Layout	11th April 2018
1501A	Floor Layout	11th April 2018
1502A	Floor Layout	11th April 2018
1503A	Floor Layout	11th April 2018
1504A	Floor Layout	11th April 2018
1505A	Floor Layout	11th April 2018
1506A	Floor Layout	11th April 2018
1507A	Floor Layout	11th April 2018
1508A	Floor Layout	11th April 2018
1509A	Floor Layout	11th April 2018
1510A	Floor Layout	11th April 2018
1511A	Floor Layout	11th April 2018
1512A	Floor Layout	11th April 2018
1513A	Floor Layout	11th April 2018
1514A	Floor Layout	11th April 2018
1515A	Floor Layout	11th April 2018
1516A	Floor Layout	11th April 2018
1520A	Floor Layout	11th April 2018
1700A	Elevations	11th April 2018
1701A	Elevations	11th April 2018
1702A	Elevations	11th April 2018
1703A	Elevations	11th April 2018
1800A	Elevations	11th April 2018
1801A	Elevations	11th April 2018

1802A	Elevations	11th April 2018
1850A	Elevations	11th April 2018
1851A	Elevations	11th April 2018
1852A	Elevations	11th April 2018
1853A	Elevations	11th April 2018
1854A	Elevations	11th April 2018
1855A	Elevations	11th April 2018
1856A	Elevations	11th April 2018
1857A	Elevations	11th April 2018
1858A	Elevations	11th April 2018
1875A	Elevations	11th April 2018
1350A	Landscaping	14th June 2018
1352	Landscaping	11th April 2018
1353	Landscaping	11th April 2018
1351	Landscaping	11th April 2018
1354	Landscaping	11th April 2018
1000B	Location Plan	11th April 2018

Reason: In the interest of proper planning.

Materials

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

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

Archaeological Trial Trenching & Excavation

- 4 No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation, which has been submitted and approved in writing by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the potential archaeological value of the site in accordance with Policy PMD4 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Landscaping & Trees

- 5 No development above ground level shall take place until there has been submitted to and approved in writing by the local planning authority, a scheme of landscaping, which shall include details of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development in accordance with an Arboricultural Method Statement and a programme of maintenance. All planting, seeding or turfing comprised in the approved scheme shall have regard to the biodiversity plan to be submitted for approval under condition 9, and shall be carried out in the first planting and seeding season following commencement of the development [or such other period as may be agreed in writing by the local planning authority] and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation.

Reason: To ensure the proposed development is satisfactorily integrated into its surroundings & provides for landscaping as required by Policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Landscape protection - Fencing

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

Reason: To ensure the proposed development is satisfactorily integrated into its surroundings & provides for tree & hedgerow retention/ landscaping as required by Policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Landscape protection – Hand dug excavations

- 7 Any excavations which are necessary within the canopy spread of the retained trees shall be undertaken by hand and no power tools or machinery shall be used unless otherwise agreed by the local planning authority. If any roots are exposed they should be covered with damp sacking which should remain in place until the roots are permanently re-covered. All roots greater than 25 mm diameter should be retained and worked around. Care shall be taken to minimise damage to retained roots, including the bark around roots. Roots which are inadvertently damaged should be left without further disturbance. Roots in excess of 50 mm diameter shall not be severed without the prior written approval of the local planning authority.

Reason: To ensure the proposed development is satisfactorily integrated into its surroundings & provides for tree & hedgerow retention/ landscaping as required by Policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Biodiversity Management Plan

- 8 Prior to the commencement of development a 'Biodiversity Management Plan' shall be submitted to, and approved in writing by, the local planning authority. The Biodiversity Management Plan shall have regard to the recommendations and proposed mitigation strategy contained within the submitted Ecology Strategy (April 2018) by AA Environmental Limited accompanying the planning application, and shall include details of:
- I. Any further survey work undertaken [including reptile and invertebrate surveys], the methodology, timing and findings of these surveys and how they have informed the measures outlined in the Biodiversity Management Plan;
 - II. Methodologies for translocation of protected species [where relevant];
 - III. Suitable receptor areas together with evidence produced by an ecologist that the receptor areas are capable of supporting the population displaced;
 - IV. The methods for the protection of existing species in situ [where relevant];
 - V. Any seeding, planting and methods to promote habitat creation and establishment or habitat enhancement;
 - VI. General ecological mitigation applying to the timing/ program of construction works;
 - VII. An assessment of the works required for management and who will undertake such works.

The Biodiversity Management Plan shall be implemented in accordance with the approved plan and timescale. Any translocation undertaken shall be verified in writing to the local planning authority by an independent qualified ecologist within 28 days of undertaking the translocation.

Reason: To ensure the proposed development makes satisfactory provision for

conservation of the site's wildlife interest as required by Policy PMD7 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Public open space – provision & management

- 9 Prior to the first occupation of any unit, a management and implementation plan to describe the proposals for the equipping, management and maintenance of the area(s) of public open space (incorporating an area for child's play) within the development, shall be submitted for approval in writing by the local planning authority. Before occupation of any dwellings (or in a phased arrangement to be agreed) the area(s) of open space shall be equipped, managed and maintained in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: To provide for an attractive, safe & accessible development as required by Policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Surface Water Drainage

- 10 No development on any of the residential units shall commence until a revised surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological & hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall be based on the following documents:
- Non-statutory technical standards for sustainable drainage systems
 - Essex County Council's (ECC's) adopted Sustainable Drainage Systems Design Guide
 - The CIRIA SuDS Manual (C753)
 - BS8582 Code of practice for surface water management for development sites.

And shall include the following updated details:

- Full consideration of the discharge hierarchy
- Demonstration that the treatment of surface water is in line with C753 for the whole development
- Provide a clear indication of urban creep in storage calculation.

The scheme shall subsequently be implemented prior to occupation, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that a suitable surface water drainage strategy is agreed & implemented & flood risk interests are adequately managed in accordance with

Policy CSTP27 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Management of Off Site Flood Risk & Pollution – Construction Phase

- 11 No development on any of the residential units shall commence until a scheme to minimise the risk to offsite flooding caused by surface water runoff and ground water during construction works, and prevent pollution, has been submitted to and approved in writing by the local planning authority. The scheme shall be subsequently implemented as approved, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that a suitable surface water drainage strategy is agreed & implemented for the construction phase & flood risk interests are adequately managed in accordance with Policy CSTP27 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Surface Water Drainage – Maintenance

- 12 No residential units shall be occupied until a Maintenance Plan detailing the maintenance arrangements for the site, including persons/bodies responsible for the respective elements of the surface water drainage system, including the maintenance activities and frequencies, has been submitted for approval in writing by the local planning authority. The development shall be carried out in accordance with the approved details and maintain thereafter. The applicant or any successor in title, should maintain yearly logs of maintenance carried out in accordance with any approved Maintenance Plan, which should be made available for inspection by the local planning authority upon its reasonable request.

Reason: To ensure that a suitable surface water drainage maintenance strategy is agreed & implemented & flood risk interests are adequately managed, in accordance with Policy CSTP27 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Flood Warning & Evacuation Plan

- 13 Prior to the occupation of any dwelling on the site, a Flood Warning and Evacuation Plan for the development shall be submitted to and approved in writing by the local planning authority. The approved measures within the Plan shall be operational upon occupation of the first dwelling and shall be permanently maintained thereafter, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of flood safety.

Bin stores

- 14 The bin and recycling stores as approved shall be provided prior to the first occupation of any of the residential units they serve and shall be constructed and permanently retained in the approved form, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that a suitable layout & design providing for appropriate waste management facilities is agreed, in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Acoustic Mitigation Measures

- 15 The development hereby permitted shall be carried out strictly in accordance with the details in the submitted Noise Assessment report by Mayer Brown (April 2018) "Bellway Homes (Thames Gateway) Ltd: Proposed Residential Development Devonshire Place, Grays" accompanying the planning application, specifically the recommendations at Section 7. The measures shall be incorporated into the residential units in the manner detailed prior to their residential occupation, and shall thereafter be permanently retained as approved unless otherwise agreed in writing by the local planning authority.

Reason: In the interest of the residential amenity of future occupiers of the site, in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Construction Management Plan

- 16 No development shall commence until a Construction Environmental Management Plan [CEMP] has been submitted to and approved in writing by the local planning authority. The CEMP should contain or address the following matters:
- (a) Working hours, including the duration of any piling operations
 - (b) Vehicle haul routing in connection with construction and engineering operations
 - (c) Wheel washing and sheeting of vehicles transporting loose aggregates or similar materials on or off site
 - (d) Details of construction access
 - (e) Location and size of on-site compounds, including the design layout of any proposed temporary artificial lighting systems
 - (f) Details of any temporary hardstandings; (g) Details of temporary hoarding;
 - (h) Method for the control of noise with reference to BS5228 together with a monitoring regime

- (i) Measures to reduce vibration and mitigate the impacts on sensitive receptors together with a monitoring regime
- (j) Dust and air quality mitigation and monitoring
- (k) Water management including waste water and surface water discharge
- (l) Method statement for the prevention of contamination of soil and groundwater and air pollution, including the storage of fuel and chemicals, as necessary
- (m) A Site Waste Management Plan
- (n) Ecology and environmental protection and mitigation, as necessary
- (o) Community liaison including a method for handling and monitoring complaints, contact details for site managers.
- (p) Details of security lighting layout and design;
- (q) A procedure to deal with any unforeseen contamination, should it be encountered during development.

Works on site shall only take place in accordance with the approved CEMP, unless otherwise agreed in writing by the local planning authority.

Reason: In the interest of the amenity of residential properties in the vicinity of the site, in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Sight splays & speed reduction measures

- 17 Prior to the commencement of any development above ground level, details of sight splays and speed reduction measures shall be provided at all proposed junctions and bends in the road for approval in writing by the local planning authority. The approved sight splays and speed reduction measures shall thereafter be retained unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of securing a safe & accessible development in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Vehicle parking & turning areas

- 18 The parking, garaging and turning areas for each respective dwelling shall be provided before they are occupied, and shall thereafter be retained for the purposes of parking/ turning, and in the approved form, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of highway safety, efficiency & amenity

Vehicle access sight splays

- 19 None of the dwellings hereby permitted shall be occupied until vehicle access serving those properties has been provided with clear to ground level sight splays of 1.5m x 1.5m from the back of footway laid out either side of the proposed access within the site, and maintained in the approved form at all times, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of securing a safe & accessible development in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Access roads, streets, footways & cycleways provision

- 20 None of the dwellings hereby permitted shall be occupied until the access road(s), street(s), footway(s) and cycleway(s) serving that dwelling have been constructed to the satisfaction of the local planning authority, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of securing a safe & accessible development in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Travel Plan

- 21 Prior to the first occupation of any unit, a Travel Plan shall be submitted for approval in writing by the local planning authority. The Travel Plan shall include detailed and specific measures to reduce the number of journeys made by car to the site, and shall include specific details of the operation and management of the proposed measures. The commitments stated in the Travel Plan shall be binding on the applicants or their successors in title. The measures shall be implemented prior to the occupation of the approved dwellings, or in such other phased arrangement to be agreed in writing by the local planning authority, and shall thereafter be retained unless otherwise agreed in writing by the local planning authority. Upon written request, the applicant or their successors in title shall provide the local planning authority with written details of how the measures contained in the Travel Plan are being undertaken at any given time.

Reason: In the interests of securing an accessible, safe, healthy & sustainable development in accordance with Policies PMD2 and PMD10 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Restrict Use of Garage

- 22 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order amending, revoking or re-

enacting that Order) the garage hereby permitted shall be used only for the parking of vehicles in connection with the residential use of the property.

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].

Removal of PD Rights – Extensions

- 23 Notwithstanding the provisions of Schedule 2, Part 1 Class A of the Town & Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no extensions shall be erected to the building[s] hereby permitted without planning permission having been obtained from the local planning authority.

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

Removal of PD Rights - Communal TV/Satellite

- 24 Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 2015 [or any order revoking or re-enacting that Order with or without modification] the flats hereby permitted shall be equipped with a communal satellite dish[[es]]. Details of the number, size, external appearance and the positions of the satellite dish[[es]] shall be submitted to and agreed in writing by the local planning authority prior to the installation of such systems.

The agreed communal satellite dish systems shall be installed prior to the residential occupation of the flats and thereafter retained. Notwithstanding the provisions of the Town and Country Planning [General Permitted Development] Order 2015 [or any Order revoking or re-enacting that Order with or without modification] other than those agreed by way of the above scheme, no additional satellite dish[[es]] or aerials shall be fixed to the building comprising the flats hereby permitted without the prior written approval of the local planning authority.

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

Informative(s)

1 Positive and Proactive Statement

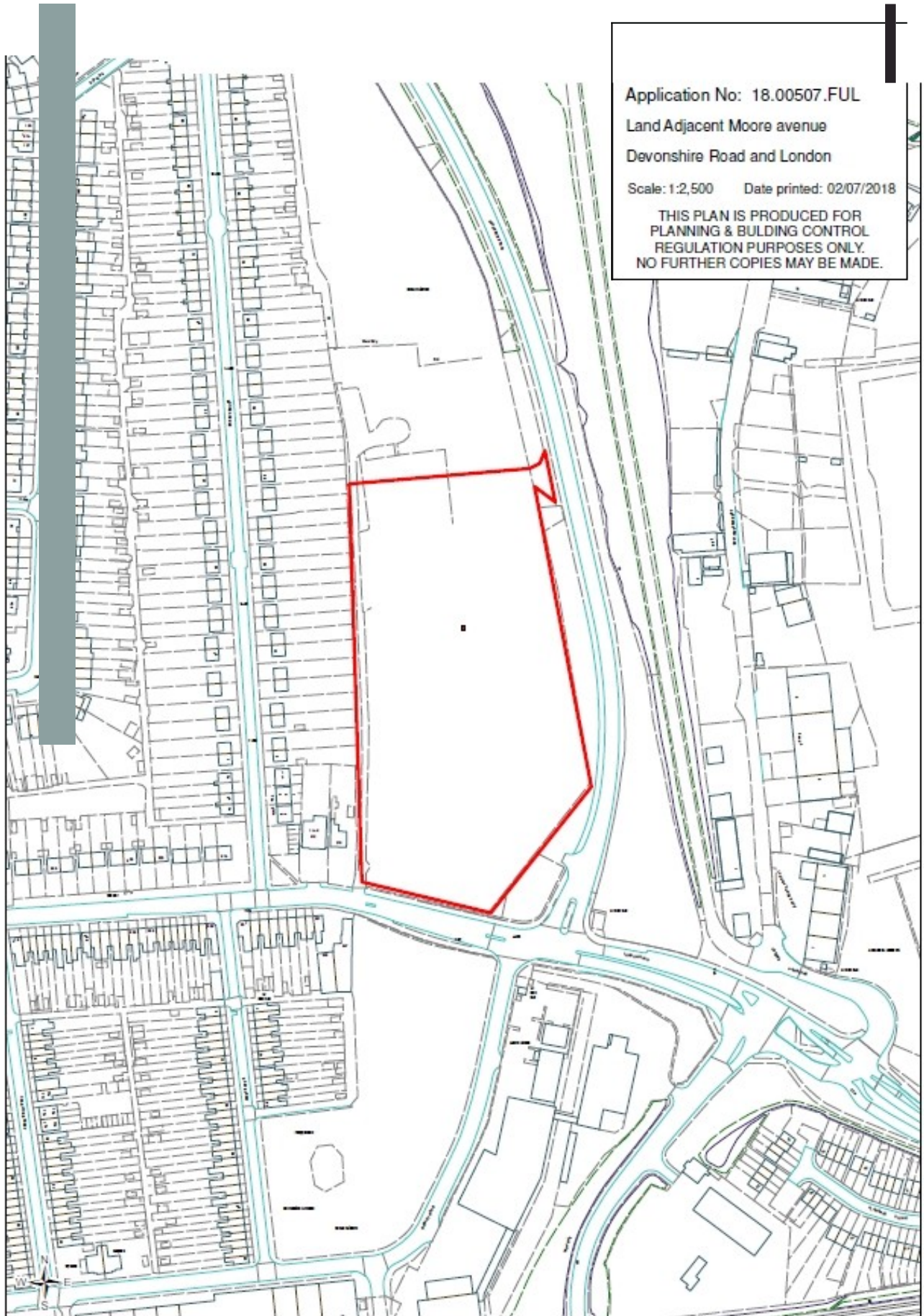
The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application on (as originally submitted) and negotiating, with the Applicant/Agent, acceptable amendments to the proposal to address those concerns. As a result,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

Highway 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. Chief Highways Engineer, 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



Application No: 18.00507.FUL

Land Adjacent Moore avenue

Devonshire Road and London

Scale: 1:2,500

Date printed: 02/07/2018

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Reference: 18/00343/FUL	Site: Stanford Tyres And Servicing Rear Of 16 London Road Stanford Le Hope Essex SS17 0LD
Ward: Stanford Le Hope West	Proposal: Two storey block for A1 retail use, storage and office space

Plan Number(s):		
Reference	Name	Received
01A	Existing Floor Layout	15 May 2018
02A	Location Existing Roof Layout	15 May 2018
03	Existing Elevations	15 May 2018
04E	Proposed Ground Floor Layout	15 May 2018
05C	Proposed Roof Layout	15 May 2018
06E	Proposed Elevations	24 August 2018
07C	Location Plan	2 March 2018

The application is also accompanied by: - N/A	
Applicant: Merwin Amirtharaja	Validated: 5 March 2018 Date of expiry: 18 September 2018 (Extension of time agreed with applicant)
Recommendation: Approve, subject to conditions.	

1.0 BACKGROUND

1.1 This application was originally considered by the Planning Committee on 7 June 2018 but was deferred to allow for a site visit to take place. The application was then considered by the Planning Committee on 12 July where Members resolved to defer determination of the application to allow for the applicant to reduce the size of the building.

1.2 Since the July meeting amended plans have been received showing the proposed building reduced in height by 150mm. This means the highest part of the building would be 5.5m high instead of 5.65m high on the western elevation of the building. The proposed mono-pitched roof would slope to a height of 4.5m.

1.3 The original committee report is attached as Appendix 1.

2.0 CONSULTATIONS AND REPRESENTATIONS

2.1 Following the submission of revised plans a further publicity period took place but no further responses have been received. The original consultation and neighbour responses can be viewed in Appendix 1.

3.0 POLICY CONTEXT

3.1 Since the July committee the revised NPPF was published and sets out the government's planning policies. Paragraph 14 of the Framework sets out a presumption in favour of sustainable development. Paragraph 2 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 11 states that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development. The following headings and content of the NPPF are relevant to the consideration of the current proposal:

- 6. Building a strong, competitive economy
- 12. Achieving well-designed places

3.2 The revisions to the NPPF do not materially affect the previous assessment of the application or the recommendation made. Aside from the changes to the NPPF, the policy context remains the same as set out in Appendix 1.

4.0 ASSESSMENT

4.1 The revisions to the proposal are assessed below:

I. DESIGN AND LAYOUT

4.2 In response to concerns raised at the last meeting, the applicant has amended the plans to reduce the height of the building by 150mm. The applicant has advised that owing to the internal space standards of the franchise it is not possible to reduce the height of the building any further.

4.3 No objection is raised to the design or layout of the proposal and as a result the proposal is considered acceptable in relation to policy PMD2.

II. AMENITY ISSUES

4.4 The highest part of the roof would be located on the western elevation of the proposed building and the furthest point from neighbouring residential properties. It is considered that the reduction in height of the building would improve the outlook for neighbouring residents and reduce perceptions of dominance. The proposed development would not result in any demonstrable impact in terms of a loss of light, overshadowing or obtrusiveness and it is not considered that a refusal based upon these matters could be substantiated at appeal. In summary, the proposal is considered acceptable with regard to policy PMD1.

III. OTHER MATTERS

4.5 All other material considerations have been considered and are assessed in the committee report found in Appendix 1.

5.0 RECOMMENDATION

5.1 Approve subject to the following conditions:

TIME LIMIT

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

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

PLANS

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

Plan Number(s):		
Reference	Name	Received
01A	Existing Floor Layout	15 May 2018
02A	Location Existing Roof Layout	15 May 2018
03	Existing Elevations	15 May 2018
04E	Proposed Ground Floor Layout	15 May 2018
05C	Proposed Roof Layout	15 May 2018

06E	Proposed Elevations	24 August 2018
07C	Location Plan	2 March 2018

This application has been scheduled for determination by the Council’s Planning Committee because the proposal relates to a similar development proposal which was recently been considered and determined by the Planning Committee.

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].

REFUSE AND RECYCLING STORAGE

- 4 Prior to the commencement of development detailed plans detailing the number, size, location, design and materials of bin and recycling stores to serve the development together with details of the means of access to bin and recycling stores shall be submitted to and agreed in writing with the local planning authority. The approved bin and recycling stores shall be provided prior to the first occupation of the buildings and permanently retained in the form agreed.

Reason: In the interests of residential amenity and to ensure that the development can be integrated within its immediate surroundings in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

ANCILLARY OFFICES

- 5 The proposed first floor offices shall be used only for purposes in conjunction with and ancillary to the primary use of the ground floor retail use shall not be used separately as an independent business.

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].

HOURS OF OPENING

6 Ground Floor A1 Retail Unit and Storage Unit

The ground floor A1 retail and storage uses hereby permitted shall only be undertaken between 06:00 hours and 21:00 hours from Monday to Saturday and between 07:00 hours and 21:00 hours on Sundays and Bank Holidays.

First Floor Office Unit

The first floor office use hereby permitted shall only be undertaken between 06:00 hours and 21:00 hours from Monday to Saturday and between 07:00 hours and 21:00 hours on Sundays and Bank Holidays.

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].

7 USE OF PREMISES

The ground floor retail unit shall only be used for A1 retail purposes and for no other purpose including any purpose as defined within Class A1 of the Schedule to the Town & Country Planning [Use Classes] Order 1987 [as amended] [or in 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 immediate surroundings as required by policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Informatives

- 1 No bonfires should be permitted during construction and demolition activities.
- 2 The applicants are reminded that any asbestos containing materials in the existing tyre and services office building must be removed by a competent person prior to the commencement of the development.

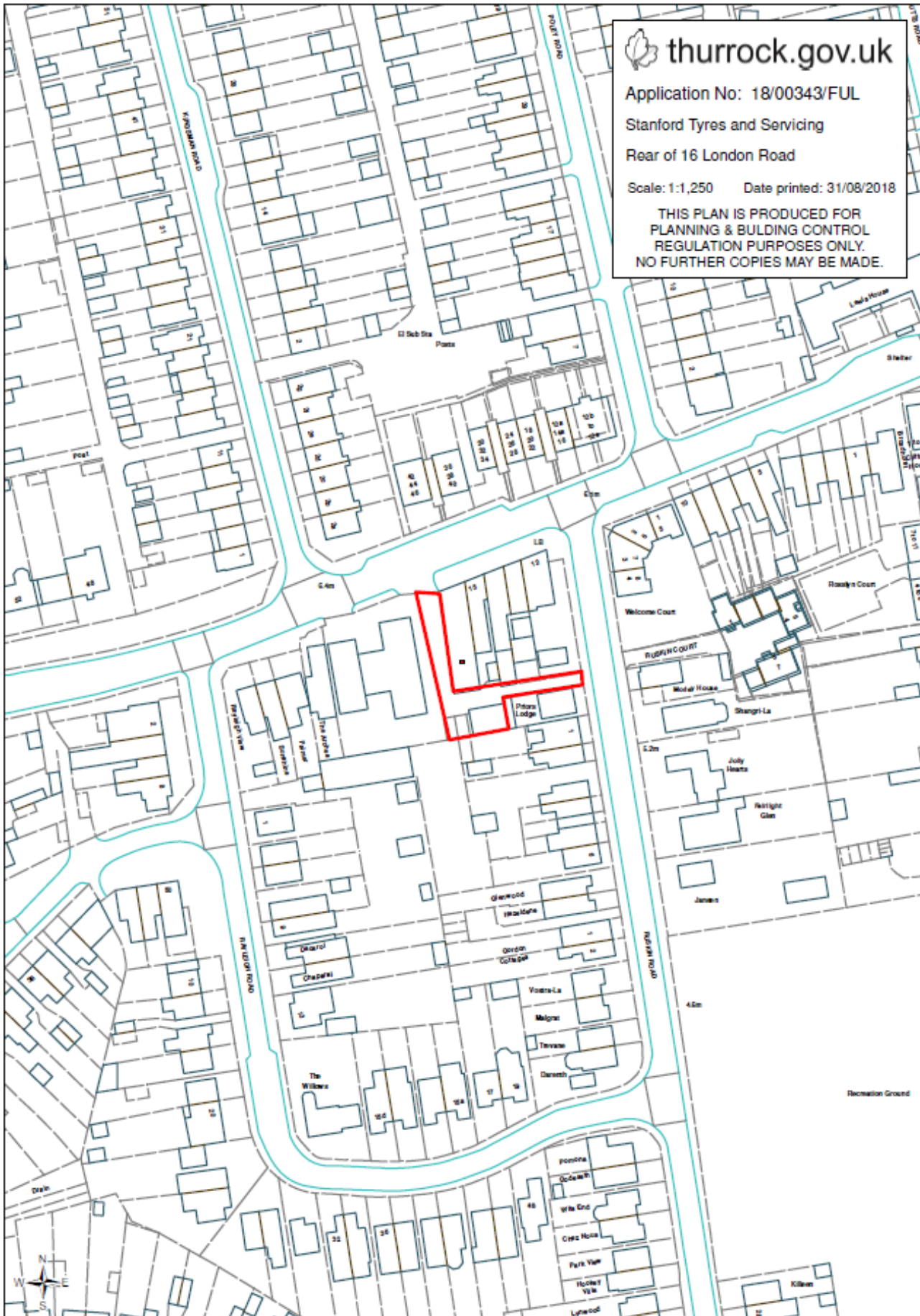
Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) - Positive and Proactive Statement:

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission 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



 **thurrock.gov.uk**
 Application No: 18/00343/FUL
 Stanford Tyres and Servicing
 Rear of 16 London Road
 Scale: 1:1,250 Date printed: 31/08/2018
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 PLANNING & BUILDING CONTROL
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APPENDIX 1

<p>Reference: 18/00343/FUL</p>	<p>Site: Stanford Tyres And Servicing Rear Of 16 London Road Stanford Le Hope Essex SS17 0LD</p>
<p>Ward: Stanford Le Hope West</p>	<p>Proposal: Two storey block for A1 retail use, storage and office space</p>

Plan Number(s):		
Reference	Name	Received
01A	Existing Floor Layout	15 May 2018
02A	Location Existing Roof Layout	15 May 2018
03	Existing Elevations	15 May 2018
04E	Proposed Ground Floor Layout	15 May 2018
05C	Proposed Roof Layout	15 May 2018
06C	Proposed Elevations	15 May 2018
07C	Location Plan	2 March 2018

The application is also accompanied by:	
<p>Applicant: Merwin Amirtharaja</p>	<p>Validated: 5 March 2018 Date of expiry: 14 June 2018 (Extension of Time agreed)</p>
<p>Recommendation: Approve, subject to conditions.</p>	

This application is scheduled for determination by the Council’s Planning Committee because it has been called in by Cllrs Ojetola, Little, Gledhill, Piccolo and Hebb in accordance with Part 3 (b) 2.1 (d)(i) of the Council’s constitution for considerations relating to amenity and of car parking.

1.0 DESCRIPTION OF PROPOSAL

1.1 This application seeks planning permission to remove the present workshop on the site and build a part single/part two storey building. The ground floor area would be split between an A1 retail use and store use with an office use on the first floor.

2.0 SITE DESCRIPTION

2.1 The site is to the rear of a petrol station and a shop. The lawful use of the site is as a car garage which operated within two single storey buildings. There are commercial uses to the north of the site and residential uses to the south.

3.0 RELEVANT HISTORY

3.1

Application Reference	Description of Proposal	Decision
17/00596/FUL	Demolition of workshop and construction of two storey – A1 (retail) use on ground floor and office use on first floor with parking	Refused – due to the scale, form, massing and unsympathetic design of the proposal which was determined as likely to have an obtrusive, overbearing impact, resulting in a loss of outlook and amenity
17/01349/FUL	Demolition of workshop and construction of two storey building – A1 (retail) use on ground floor and office use on first floor with parking (resubmission of 17/00596/FUL)	Refused - due to the scale, form, massing and unsympathetic design of the proposal which was determined as likely to have an obtrusive, overbearing impact, resulting in a loss of outlook and amenity

4.0 CONSULTATIONS AND REPRESENTATIONS

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

4.1 PUBLICITY:

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

One letter has been received objecting to the application for the following reasons:

- Inaccurate drawings, no height levels shown and incorrect building line;
- Increased parking problems;
- Overlooking, overbearing, overshadowing, loss of light;
- Excessive bulk, scale;
- Design looks like a house.

4.2 HIGHWAYS:

No objection

4.3 ENVIRONMENTAL HEALTH:

No objection subject to a condition

5.0 POLICY CONTEXT

National Planning Guidance

5.1 National Planning Policy Framework (NPPF)

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

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

- Building a strong competitive economy
- Requiring good design

5.2 Planning Practice Guidance

In March 2014 the Department for Communities and Local Government (DCLG)

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

- Design
- Determining a planning application

Local Planning Policy

5.3 Thurrock Local Development Framework (2015)

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

Spatial Policies:

- OSDP1 (Promotion of Sustainable Growth and Regeneration in Thurrock)¹

Thematic Policies:

- CSTP10 (Community Facilities)
- CSTP11 (Health Provision)
- CSTP14 (Transport in the Thurrock Urban Area: Purfleet to Tilbury)³
- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)²

Policies for the Management of Development:

- PMD1 (Minimising Pollution and Impacts on Amenity)²
- PMD2 (Design and Layout)²
- PMD8 (Parking Standards)³

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

5.4 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. It is currently anticipated that consultation on an Issues and Options (Stage 2 Spatial Options and Sites) document will be undertaken in 2018.

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 (Conformity with Planning Policies)
- II. Design and Layout
- III. Amenity Issues
- IV. Traffic Impact, Access and Car Parking
- V. Other Matters

I. PRINCIPLE OF THE DEVELOPMENT

6.2 The site is within a mixed residential and commercial area in Stanford Le Hope and presently comprises two buildings with a commercial use. Therefore, the principle of further commercial use of this site is acceptable subject to other policy criteria being met.

II. DESIGN AND LAYOUT

6.3 The NPPF focuses on the importance of good design. Paragraph 64 of the NPPF states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

6.4 Policy CSTP22 of the Core Strategy (as amended) 2015 indicates that development proposals must demonstrate high quality design founded on a thorough understanding of, and positive response to, the local context.

6.5 Policy PMD2 of the Core Strategy (as amended) 2015 requires that all design proposals should respond to the sensitivity of the site and its surroundings and must contribute positively to the character of the area in which it is proposed and should seek to contribute positively to local views, townscape, heritage assets and natural features and contribute to the creation of a positive sense of place.

- 6.6 The application site is set away from the road; nonetheless it is visible within the street scene. The proposed building would include an additional floor to the western section of the site compared to the present building on the site.

- 6.7 The previous application (planning application ref. 17/01349/FUL) was refused due to the scale, form, massing and unsympathetic design of the proposal which was determined as likely to have an obtrusive, overbearing impact, resulting in a loss of outlook and amenity. A comparison of the scale of the scale has been carried out between the most recently refused application and the current proposal:

Application Reference	17/01349/FUL	Current Scheme
Overall height of single storey element	4.1m to ridge	4m
Height on boundary with Hollis House	2.65 eaves height	2.7m
Overall height of two storey element	6.6m to ridge	5.65m to ridge
Height of closest point on boundary with Hollis House	5.2m to eaves	Height of mono pitched roof varies as follows: 4.65m lowest point rising to 5.65m highest point

- 6.8 The proposed two storey building would be larger than the existing building but it includes a mono pitched roof that helps to minimise the sense of size and scale. Since the previous application was refused the front elevation of the building has been revised to incorporate a better quality design. Thus the first floor would include 5 windows with rendering either side and cedar timber cladding above and below the windows.

- 6.9 The ground floor shopfront would be fully glazed with eight panels, with fascia above along with doors either end serving the proposed retail unit on the ground floor and office to the first floor of the building.

- 6.10 The design of the proposed building represents a significant improvement on the previous proposal and is considered to be of satisfactory appearance creating a degree of visual interest and contributing to local distinctiveness.

- 6.11 With regard to the single storey element of the building, this would be used in conjunction with the retail premises number 16 London Road. The proposed building would have the appearance of a large garage as it includes roller shutters and an entrance door. This part of the building would include a pitched roof with four roof lights; two on the front roof slope and two on the roof slope to the rear of the building.

- 6.12 The proposed design, appearance, mass and scale of the building overall is considered acceptable, overcoming the previous design reasons for refusal, and would comply with Council policy.

III. AMENITY ISSUES

- 6.13 Policy PMD1 of the Core Strategy (as amended) 2015 states that development will not be permitted where it would have an unacceptable impact on the amenity of neighbouring occupiers.
- 6.14 The proposed use is for A1 use, retail storage and offices, which would arguably have less of an effect on nearby residential uses than a vehicle garage in terms of noise and general disturbance.
- 6.15 The previous application was refused on the basis that the form, massing and unsympathetic design of the proposal was determined likely to have an obtrusive, overbearing impact, resulting in a loss of outlook and amenity. The current application has been amended with the view to overcoming these concerns, particularly in relation to the height and mass of the building.
- 6.16 The proposed single storey element would be comparable in height to the existing single storey building. It would have a maximum height of 4m to its ridge compared to the 3.6m height of the existing flat roofed building. It should be noted however that the eaves height of the proposed pitched roof would be 3.6m and it would be pitched away from the boundary with the neighbouring properties to the immediate East, Priors Lodge and Hollis House, on Ruskin Road.
- 6.17 It is considered that the impact of this element of the building on the amenities of the neighbouring occupiers would be similar to that of the existing building and it would not have a harmful impact in terms of loss of light or visual intrusion.
- 6.18 The proposed two storey element would be larger than the existing building. However, it includes a mono pitched roof which slopes up and away from nearby residential properties which serves to minimise its overall impact and scale.
- 6.19 The overall height of the single storey element has been reduced by 0.1m compared to the existing building with the highest part of the overall roof being reduced by 0.05m. While the reduction is modest the single storey building was not considered to be the most harmful aspect of the previous proposal. It is not considered that the single storey element of the building would result in any significant loss of light, outlook or overshadowing.

- 6.20 In relation to the two storey element of the building, this has been revised to include a mono pitched roof which descends to its lowest height of 4.65m. It is considered that the overall impact of the building in terms of bulk and scale is significantly reduced when compared to previous proposal.
- 6.21 Moreover, it is considered that concerns raised about excessive bulk scale and house design have been addressed; the building as revised includes varied height and bulk with the overall scale having been reduced with a commercial appearance which is considered appropriate.
- 6.22 Concerns about loss of privacy have also been addressed. The proposals do not include any windows to the side or rear elevation and the roof lights would face skyward.
- 6.23 Turning to the matter of opening times, the proposal seeks to operate during the following times: 06:00 to 21:00 hours Mondays to Saturdays and 07:00 to 09:00 hours Sundays and Bank Holidays. Given the site's location in relation to nearby residential properties it is recommended that the hours of operation are restricted to opening no later than 19:00 hours Mondays to Saturdays in the interests of neighbour amenity. An appropriate condition has been included.
- 6.24 On balance, and via the imposition of appropriate conditions, it is considered that the proposed building and use and the relationship between the proposed buildings and the neighbouring dwellings would not be so harmful as to justify refusal on amenity grounds. Therefore, the current proposal is considered to have overcome the previous concerns regarding amenity impacts and is considered to comply with Policy PMD1 of the Core Strategy.

IV. TRAFFIC IMPACT, ACCESS AND PARKING

- 6.25 Policy PMD2 of the Core Strategy (as amended) 2015 indicates that all development should allow safe and easy access while meeting appropriate standards.
- 6.26 Policy PMD8 of the Core Strategy (as amended) 2015 requires all development to provide a sufficient level of parking.
- 6.27 The Council's Highways Officer has indicated that although no parking is proposed, it is not considered that the impact would be severe enough to impact on the highway or justify a reason for refusal, given the existing use of the premises.
- 6.28 In addition the site is within an accessible location that benefits from a range of transport facilities and is close to the town centre and as such and given the nature of the use the proposal is considered acceptable in terms of traffic impact access

and car parking.

V. OTHER MATTERS

6.29 The neighbour comment received has raised concerns about loss of amenity from the proposed uses. Amenity impacts have been considered earlier in the report and the Environmental Health Officer has raised no objections to the proposal subject to limiting the hours of construction and demolition. This is considered to be acceptable and accordingly the proposal is considered to be acceptable in regards to neighbour amenity impact, complying with Policy PMD1.

6.30 In relation to accuracy of the drawings, the applicant's agent has revisited the site and has amended the drawings to reflect the relationship of the existing buildings on site. It is considered that the drawings now reflect the circumstances on site. Furthermore, the applicant has indicated within the application form that the relevant certificate of ownership notifications have been carried out in respect of land ownership.

7.0 CONCLUSIONS

7.1 It is considered that the proposed development would be acceptable in terms of design, appearance and relationship to neighbouring occupiers overcoming the previous reasons for refusal. In addition it is considered that the proposed mix of uses would not result in adverse amenity impacts or conditions relating to car parking given the restrictions within the area and the accessible nature of this location. The proposal would be acceptable and planning permission is therefore recommended.

8.0 RECOMMENDATION

8.1 Approve subject to 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:

01A	Existing Floor Layout	15 May 2018
02A	Location Existing Roof Layout	15 May 2018
03	Existing Elevations	15 May 2018
04E	Proposed Ground Floor Layout	15 May 2018
05C	Proposed Roof Layout	15 May 2018
06C	Proposed Elevations	15 May 2018
07C	Location Plan	2 March 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].

REFUSE AND RECYCLING STORAGE

- 4 Prior to the commencement of development detailed plans detailing the number, size, location, design and materials of bin and recycling stores to serve the development together with details of the means of access to bin and recycling stores shall be submitted to and agreed in writing with the local planning authority. The approved bin and recycling stores shall be provided prior to the first occupation of the buildings and permanently retained in the form agreed.

Reason: In the interests of residential amenity and to ensure that the development can be integrated within its immediate surroundings in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

ANCILLARY OFFICES

- 5 The proposed first floor offices shall be used only for purposes in conjunction with and ancillary to the primary use of the main building at 16 London Road and shall not be used separately as an independent business.

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].

HOURS OF OPENING

6 Ground Floor A1 Retail Unit and Storage Unit

The ground floor A1 retail and storage uses hereby permitted shall only be undertaken between 06:00 hours and 19:00 hours from Monday to Saturday and between 07:00 hours and 09:00 hours on Sundays and Bank Holidays.

First Floor Office Unit

The first floor office use hereby permitted shall only be undertaken between 06:00 hours and 19:00 hours from Monday to Saturday and between 07:00 hours and 09:00 hours on Sundays and Bank Holidays.

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].

7 USE OF PREMISES

The ground floor retail unit shall only be used for A1 retail purposes and for no other purpose including any purpose as defined within Class A1 of the Schedule to the Town & Country Planning [Use Classes] Order 1987 [as amended] [or in 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 it's immediate as required by policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Informative(s)

- 1 No bonfires should be permitted during construction and demolition activities.
- 2 The applicants are reminded that any asbestos containing materials in the existing tyre and services office building must be removed by a competent person prior to the commencement of the development.

3 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 assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission 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

<p>Reference: 18/00830/FUL</p>	<p>Site: Land Adj A13 A1306 And To Rear Of 191-235 Purfleet Road Aveley Essex</p>
<p>Ward: Aveley And Uplands</p>	<p>Proposal: Proposed new Distribution Centre consisting of - Erection of Warehouse and Distribution building (B8 Use Class), with ancillary Offices (B1 Use Class), two associated Gate House buildings (B8 Use Class), and two Welfare Hubs (B8 Use Class); creation of new access point from Purfleet Road and 'left-in' access from London Road; cycle, motorcycle, car and HGV parking (including construction of multi-storey car parking facility); bus stop; hardstanding and circulation areas; electricity sub-station; sprinkler tanks; and all other ancillary and enabling works including landscaping (including creation of new landscaped bund), drainage, engineering, ground stability works and boundary treatment.</p>

Plan Number(s):		
Reference	Name	Received
126726-0180-A	Proposed Plans	20th August 2018
126726-0181-A	Proposed Plans	14th June 2018
126726-0201-B	Proposed Plans	14th June 2018
126726-0203-A	Drainage Layout	14th June 2018
1448A-01	Landscaping	14th June 2018
1448A-02	Landscaping	14th June 2018
1448A-02 SHT 1	Landscaping	14th June 2018
1448A-02 SHT 2	Landscaping	14th June 2018
1448A-02 SHT 3	Landscaping	14th June 2018
1448A-02 SHT 4	Landscaping	14th June 2018
1448A-02 SHT 5	Landscaping	14th June 2018
18-047-EX-001	Proposed Plans	14th June 2018
30824-PL-100A	Location Plan	14th June 2018
30824-PL-201	Proposed Site Layout	14th June 2018
30824-PL-202	Proposed Floor Plans	14th June 2018
30824-PL-203	Proposed Floor Plans	14th June 2018
30824-PL-204	Proposed Elevations	14th June 2018
30824-PL-205	Roof Plans	14th June 2018

30824-PL-208	Proposed Elevations	14th June 2018
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<p>The application is also accompanied by:</p> <ul style="list-style-type: none"> • Planning Statement • Design and Access Statement • Air Quality Report • Archaeology Report • BREEAM Pre-Assessment Report and Energy Strategy • Drainage Statement • Ecological Statement • Environmental Noise Assessment • Landscape and Visual Impact Assessment • Lighting Assessment • Transport Assessment • Tenant Travel Plan 	
<p>Applicant: SEGRO Plc</p>	<p>Validated: 14 June 2018 Date of expiry: 27 September 2018</p>
<p>Recommendation: Approve subject to conditions and obligations.</p>	

This application is being referred to Planning Committee determination as the proposed development is similar to a recently determined application at this site.

1.0 BACKGROUND AND DESCRIPTION OF PROPOSAL

1.1 The key elements of the proposals are set out in the table below:

Site Area (Gross)	7.9 ha
Use	Warehouse and Distribution Centre (Class B8)
Height	16.7m
Floorspace	29,475m ²
Employment	Up to a maximum of 300 full time staff per shift over 5 shift periods over a 24 hour operational use
Loading Bays	99 HGV docking points
Parking	HGV Parking: 84 spaces Car Parking: 327 Cycle Parking: 50

- | | |
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- 1.2 Full planning permission is sought for the erection a new warehouse and distribution centre (B8 Use Class), with ancillary offices uses (B1 Use Class), two associated gate house buildings, and two welfare hubs. The proposal seeks a 24 hour use.

Access

- 1.3 The proposal would result in the creation of a new access point from Purfleet Road and a 'left-in' access from London Road. The 'left in' access would be used by HGV's accessing the site for parking and loading purposes. An internal HGV circulation route would pass around the north elevation of the building with HGV's exiting the site at the new bellmouth junction onto Purfleet Road.

Layout

- 1.4 The proposed warehouse building would be centrally located within the site with loading bays located on all three sides of the building, these would be the north, south and west elevations. Around the building a hardstanding area would be created which would provide turning areas and HGV parking located to the south and western areas of the building along with an area identified for 9 HGV spaces would be located to the east of the building. In the south east corner of the building a 3 storey office block would be created nearest the internal road at the bellmouth junction onto Purfleet Road. To the east elevation of the proposed warehouse a three storey multi-storey car park would be created with 327 spaces. An additional 24 motorcycle and 50 cycle spaces would be created alongside the office building. To the north west and south western corners of the building two welfare buildings would be constructed. At the 'left-in' access a gatehouse would be sited and to the east of the multi-storey car park another gatehouse building would be sited. Sprinkler tanks would be sited to the north eastern corner of the building. An electricity sub station would be sited towards the south east corner of the proposed warehouse building.

Scale and Design

- 1.5 The proposed warehouse would be 16.8m high and would be of a typical modern warehouse design with horizontal metal cladding proposed to the elevations, including the multi-storey car park. The only windows to the building would be located in the south and east corners of the building to serve the office, and in the North West and south west welfare building elements of the proposal. The north, south and west elevations would have loading bays to each of these elevations.

Landscaping

- 1.6 Around the site boundaries and within this site area a large area of landscaping is proposed including attenuation ponds towards the south boundary for surface water drainage. A landscape bund would be created adjacent to the eastern site boundary and would be approximately 10m above existing ground levels.

Planning Obligations

- 1.7 The following planning obligations are offered:
- Travel Plan – submission for approval, implementation and review of a Travel Plan. Payment of the Council's Travel Plan review fees of £500;
 - Vehicle Monitoring Scheme – submission for approval, implementation and maintenance of a Vehicle Monitoring Scheme. Carrying out of relevant corrective highways measures;
 - Bus Services Contribution – financial contribution of £150,000 (indexed) three months prior to occupation and a further contribution of £150,000 (indexed) on occupation of 50% of the floorspace.
- 1.8 It should be noted that the extant permission [12/00862/OUT and 17/00587/REM] were subject to the same planning obligations as offered above. In addition to these additional highway works were included in the s106 legal agreement to the outline planning permission and within a s278 legal agreement [pursuant to the Highways Act]. The additional highway works have been implemented and details of these works are listed below:
- realignment of the Purfleet Road and closure of part of Purfleet Road as a result of the realignment works;
 - installation of a new bellmouth access from Purfleet Road into the site;
 - provision of a refuse storage collection area from Purfleet Road;
 - installation of a new road traffic junction with traffic lights between Purfleet Road and London Road;
 - installation of a 'left-in' access for HGV's from London Road;
 - widening of London Road; and
 - various access and footpath and cycleway improvements.

2.0 SITE DESCRIPTION

- 2.1 The site is a triangular-shaped plot of land totalling 7.9 hectares in size. The site is located on the north-western side of Purfleet Road, with the A13 trunk road and the A1306 London Road forming the other boundaries of the site. The A13, which forms the northern boundary of the site, is within a cutting and, therefore, is below

ground levels on the site. The site has a frontage to Purfleet Road of some 160m and a frontage to London Road of approximately 360m.

- 2.2 The site is not currently used and comprises rough, open grassland with small shrubs, isolated trees and other vegetation forming the boundaries of the site. A drainage ditch is located within the site adjacent to the majority of the London Road frontage. Levels across the site are generally flat, albeit with a gentle fall from the A13 boundary towards the Purfleet Road / London Road junction. Parts of the site closest to London Road and Purfleet Road are located within flood zones 2 and 3 (medium and high probability). In the immediate post-war period, the northern part of the site was used as a sand and ballast pit. During the 1960's this part of the site was infilled with household refuse, inert waste and non-hazardous commercial waste. Infilling ceased at the end of the 1960's.
- 2.3 To the south-east of the site, on the opposite side of Purfleet Road, are mainly residential properties comprising semi-detached bungalows and two-storey family housing. At the junction of London Road and Purfleet Road, and immediately adjacent to the site, is the Tunnel Garage site which originally operated as a petrol filling station and is now used for the storage and repair of commercial vehicles. To the south-west of the site on London Road is the Purfleet Industrial Park which includes a range of large warehouse buildings, small business and light industrial uses and open storage uses. The A13 trunk road lies adjacent to the northern boundary of the site and the off-slip from the trunk road joins the A1306 London Road at a roundabout junction (Wennington Interchange) immediately to the north-west of the site.
- 2.4 In the wider area surrounding the application site, a sports ground and clubhouse is located to the south-east to the rear of the dwellings along Purfleet Road. On the northern side of the A13 to the west of Purfleet Road is open land. To the south of the Purfleet Industrial Park is the RSPB nature reserve and visitor centre at Aveley Marshes.

3.0 RELEVANT PLANNING HISTORY

3.1 The following table provides the relevant planning history:

Reference	Description	Decision
08/00858/TTGOUT	Outline planning application for the redevelopment of the site for employment use totalling 38,686sqm with means of access and quantum of development to be approved. All other matters to be reserved.	Approved 20.06.2011

12/00862/OUT	Outline planning application for the redevelopment of the site for employment use total 38,686sqm (41,541 sq ft) with means of access and quantum of development to be approved. All other matters to be reserved.	Approved 07.05.2014
17/00587/REM	Application for approval of reserved matters (appearance, landscaping, layout and scale) following outline planning permission ref. 12/00862/OUT (Redevelopment of the site for employment use total 38,686sq.m. with means of access and quantum of development to be approved. All other matters to be reserved).	Approved 22.08.2017
18/00847/SCR	EIA Screening Opinion in accordance with Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for the proposed development of 19,410 square metres (sqm) gross external area (GEA) of storage and distribution uses (Use Class B8) with 2,650sqm (GEA) of ancillary offices (Use Class B1), 695sqm (GEA) of welfare units (Use Class B8), 70sqm (GEA) of gatehouses (Use Class B8), a 100sqm (GEA) pump house and a 6,550sqm (GEA) car park, access, drainage, landscaping, plant and other associated works	No EIA required 05.07.2018

- 3.2 In 2008 an outline planning application was submitted to the former Thurrock Development Corporation proposing the development of the site with a mix of employment generating uses [08/00858/TTGOUT]. Following referral of the application to the Secretary of State, [as the site was in the Green Belt at that point] and the completion of a S.106 legal agreement, conditional planning permission was granted in June 2011. No reserved matters applications were submitted and the planning permission lapsed.
- 3.3 The outline permission in 2014 [12/00862/OUT] was followed by the reserved matters permission [17/00857/REM] which permitted two warehouse buildings on the site and this still remains a live consent until 22 August 2019. This represents the fall back position for the applicant.

3.4 To assist in comparing the extant permission and the current application the table below illustrates the differences as follows:

	12/00862/OUT & 17/00587/REM	Current Application
Floor space	34,145m ²	29,475m ²
Height	Unit 1 – 18m Unit 2 – 17.2	16.7m
HGV Parking	100	84
Car Parking	332	327
Cycle Parking	160	50
Distance from properties on Purfleet Road	39m	68m

4.0 CONSULTATION 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

4.2 PUBLICITY:

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

2 representations received, 1 in support, and 2 raising the following concerns:

- Possible excessive noise from lorries
- Air quality from roads and industry
- Traffic emissions

4.3 ANGLIAN WATER:

No objection subject to a condition requiring agreement of a surface water strategy.

4.4 CADENT GAS:

No objection.

4.5 EMERGENCY PLANNER:

No objection subject to a condition requiring a Flood Warning and Evacuation Plan [FWEP].

4.6 ENVIRONMENT AGENCY:

No objection subject to conditions surface water infiltration, contamination and remediation, and piling and borehole details.

4.7 ENVIRONMENTAL HEALTH:

No objection subject to the air quality and noise mitigation measures being implemented through planning conditions. There is a need for a Construction Environmental Management Plan and contaminated land conditions.

4.8 ESSEX COUNTY COUNCIL ARCHAEOLOGY:

No objections as the previous application completed the archaeological work on site and therefore no conditions are required.

4.9 ESSEX FIELD CLUB:

Object on the basis of inadequate information within the application on ecology.

4.10 FLOOD RISK ADVISOR:

Objection.

4.11 HEALTH AND WELLBEING:

No objection but possible mitigation may be required through the use of sound barriers for protecting existing residents.

4.12 HIGHWAYS:

No objection subject to conditions and planning obligations through a s106 agreement.

4.13 HIGHWAYS ENGLAND:

No objection subject to a planning obligation to secure vehicle monitoring strategy.

4.14 LANDSCAPE AND ECOLOGY ADVISOR:

No objection.

4.15 LONDON BOROUGH OF HAVERING:

No response.

4.16 NATURAL ENGLAND:

No objection.

4.17 TRANSPORT FOR LONDON:

No objection.

4.18 TRAVEL PLAN CO-ORDINATOR:

No objection subject to amendments being made to the Travel Plan.

5.0 POLICY CONTEXT**5.1 National Planning Policy Framework**

The revised NPPF was published on 24 July 2018 and sets out the government's planning policies. Paragraph 14 of the Framework sets out a presumption in favour of sustainable development. Paragraph 2 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 11 states that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development. The following headings and content of the NPPF are relevant to the consideration of the current proposals:

- 2. Achieving sustainable development
- 4. Decision-making
- 6. Building a strong, competitive economy
- 9. Promoting sustainable transport
- 10. Supporting high quality communications infrastructure
- 12. Achieving well-designed places
- 14. Meeting the challenge of climate change, flooding and coastal change
- 15. Conserving and enhancing the natural environment

5.2 Planning Policy Guidance

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

accompanied by a Written Ministerial Statement which includes a list of the previous planning policy guidance documents cancelled when the NPPF was launched. PPG contains a range of 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
- Determining a planning application
- Flood Risk and Coastal Change
- Land affected by contamination
- Land Stability
- Light pollution
- Natural Environment
- Noise
- Planning obligations
- Renewable and low carbon energy
- Transport evidence bases in plan making and decision taking
- Travel plans, transport assessments and statements in decision-taking
- Use of Planning Conditions

5.3 Local Planning Policy Thurrock Local Development Framework (2015)

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. The following policies apply to the proposals:

OVERARCHING SUSTAINABLE DEVELOPMENT POLICY

- OSDP1 (Promotion of Sustainable Growth and Regeneration in Thurrock)¹

SPATIAL POLICIES

- CSSP2 (Sustainable Employment Growth)
- CSSP3 (Infrastructure)

THEMATIC POLICIES

- CSTP6 (Strategic Employment Provision)
- CSTP14 (Transport in the Thurrock Urban Area)³
- CSTP15 (Transport in Greater Thurrock)³
- CSTP16 (National and Regional Transport Networks)

- CSTP17 (Strategic Freight Movement and Access to Ports)
- CSTP19 (Biodiversity)
- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)²
- CSTP25 (Addressing Climate Change)²
- CSTP26 (Renewable or Low-Carbon Energy Generation)²
- CSTP27 (Management and Reduction of Flood Risk)²

POLICIES FOR MANAGEMENT OF DEVELOPMENT

- PMD1 (Minimising Pollution and Impacts on Amenity)²
- PMD2 (Design and Layout)²
- PMD7 (Biodiversity, Geological Conservation and Development)²
- PMD8 (Parking Standards)³
- PMD9 (Road Network Hierarchy)
- PMD10 (Transport Assessments and Travel Plans)²
- PMD11 (Freight Movement)
- PMD12 (Sustainable Buildings)²
- PMD13 (Decentralised, Renewable and Low Carbon Energy Generation)
- PMD15 (Flood Risk Assessment)²
- PMD16 (Developer Contributions)²

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

5.4 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. It is currently anticipated that consultation on an Issues and Options (Stage 2 Spatial Options and Sites) document will be undertaken in 2018.

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 main issues for consideration in this case are:

- I. Principle of the development
- II. Design and Layout and Impact upon the Area
- III. Traffic Impact, Access and Car Parking
- IV. Flood Risk and Drainage
- V. Ecology
- VI. Air Quality and Noise
- VII. Effect on Neighbouring Properties
- VIII. Land Contamination and Ground Works
- IX. Energy and Sustainable Buildings
- X. Viability and Planning Obligations
- XI. Sustainability
- XII. Other Matters

I. PRINCIPLE OF THE DEVELOPMENT

6.2 The site does not form part of any land use allocation within the LDF Proposals Map but the outline planning permission references [08/00858/TTGOUT and 12/00862/OUT] have already established that the principle of development on this is acceptable. Strategically, policy CSSP2 '*promotes and supports economic development in the Key Strategic Economic Hubs*' in the Borough, as does policy CSTP6, and whilst this site does not form allocated Employment Land as one of the identified Key Strategic Economic Hubs it is located within close proximity of the Key Strategic Economic Hubs in Purfleet with the nearest of these allocations located to the western side of London Road.

6.3 Paragraph 82 of the NPPF advises that '*Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations*'. This site's location, adjacent to the A13 Wennington interchange, provides good vehicular access to the strategic road network for the proposed storage and distribution use [Class B8].

II. DESIGN AND LAYOUT AND IMPACT UPON THE AREA

6.4 The approved reserved matters scheme [17/00857/REM] was for two large warehouse type buildings but this application seeks only one large warehouse building. In layout terms the siting of the building is shown to be centrally positioned in the site. When compared to the approved reserved matters a similar level of hardstandings would be created. The surrounding hardstandings would incorporate

HGV loading areas, HGV parking and car parking. The plans indicate a multi-storey car park to the east of the building and the closest building element to the nearby residential properties. The proposed layout of the development is considered acceptable in regard to the impact upon the site's surroundings.

- 6.5 The elevation plans show three sides of loading bays [north, south and west elevations] associated with the future proposed storage and distribution use of the building. The proposed office and entrance to the building would project from the south east corner of the building and be nearest the bellmouth junction onto Purfleet Road for staff and visitors to the site. The proposed multi-storey car park would be located to the eastern side of the building and partly screened behind the proposed office part of the development and by the landscaping bund to the eastern part of the site. In terms of scale the proposed building would be 16.7m high which would be lower than the 18m high building approved through 17/00857/REM. In terms of materials, the proposed building would be a metal clad warehouse building incorporating red and white colour horizontal banding and a shallow pitched roof. There are no objections to the use of such materials or the design of the building.
- 6.6 The application includes a detailed landscaping scheme, similar to the approved reserved matters scheme. The details show that soft landscaping through shrubs and trees will be planted around the boundaries of the site. In particular a landscaping bund is proposed to the eastern side of the site which would act as a visual screen when viewed from Purfleet Road and the residential properties therein. The Council's Landscape and Ecology Advisor has no objections to the landscaping scheme submitted with this application.
- 6.7 The applicant's Landscape and Visual Impact Assessment LVIA assesses the sensitivity of the site and its capacity for change. Taking into account this assessment it is considered that the proposed development would not adversely affect the landscape character as the proposal would result in a change from the existing appearance of the site to an extension of the neighbouring Purfleet Industrial Landscape Character Area. Visually the appearance of the site and the landscape of the site would change as a result of the development but in light of the already consented scheme the visual impacts raise no objection.
- 6.8 It is considered that the design, layout and impact upon the surrounding area from the development would be acceptable with regard to LDF policies CSTP22, CSTP23 and PMD2, subject to the implementation of the proposed landscaping scheme for the development.

III. TRAFFIC IMPACT, ACCESS AND CAR PARKING

- 6.9 In terms of location, the site is located adjacent to the Wennington interchange and therefore provides direct access onto the A13 and is within close proximity of junction 30 of the M25/A13 interchange for access to the wider motorway network, which is relevant as the proposed storage and distribution use would give rise to HGV movements as a primary part of the site’s use. The site is 2km from Purfleet town centre but can easily be accessed via private vehicles, footpaths, cycleways and public transport, as there is access to two bus routes that serve the area [no.’s 11 and 44] and the nearest railway station at Purfleet is 2.2km south of the site, which is also served by the no.11 bus service. The site is therefore considered sustainable in location terms.
- 6.10 The proposal would result in the creation of a new access point from Purfleet Road and 'left-in' HGV access from London Road. The 'left in' access would be used by HGV’s accessing the site for parking and loading purposes. An internal HGV circulation route would circulate around the northern elevation of the proposed building with HGV’s leaving the site at the new bellmouth junction turning right onto Purfleet Road, as weight restrictions on the road network prevent HGV’s from turning left into Purfleet Road in this location. The Council’s Highways Officer raises no objections to the access arrangements which are considered acceptable with regard to policy PMD9 and paragraph 108 of the NPPF.
- 6.11 It should be noted that the access arrangements are broadly the same as the extant permission. Paragraph 1.8 of this report sets out various highway works that have implemented since the outline permission was granted, including the realignment of Purfleet Road, new traffic light junction onto London Road, along with various footpath and cycleway improvements and widening of London Road.
- 6.12 The applicant’s Transport Assessment [TA] demonstrates that that extant permission allows for more HGV traffic movements than the current application as shown below:

	HGV Vehicle Movements	
	12/00862/OUT & 17/00587/REM	Current Application
Morning Peak [07:30-08:30]	120	32
Evening Peak [16:45-17:45]	78	45

- 6.13 The predicted traffic generation for staff would be 32 two movements during the morning peak hour [07:30-08:30] and 45 two way movements during the evening peak hour [16:45-17:45]. The construction phase of the development would also involve traffic generation but routing and amenity requirements could be suitably

controlled via a Construction Environmental Management Plan which could be conditioned in the event of a grant of planning permission. Importantly, the TA demonstrates that the proposal would not result in any severe impact upon the local and strategic highway network and the proposal would involve less vehicle movements than the consented outline permission. The Council’s Highways Officer and Highways England raise no objections to the findings of the TA or the proposal, having regard to LDF policies PMD9, PMD10, PMD11 and paragraphs 108, 109 and 111 of the NPPF.

- 6.14 The application also includes a Travel Plan to encourage staff and visitors to use a range of transport options for visiting and leaving the site, including a cycle to work scheme; cycle and motorcycle parking; travel information boards; staff welcome packs; car sharing; walking measures; and public transport promotion. The Council’s Travel Plan Co-ordinator raises no objection subject to some amendments to the travel plan and subject to the travel plan forming a planning obligation in the s106. Accordingly, the proposed Travel Plan has been considered acceptable having regard to LDF policy PMD10, and paragraph 111 of the NPPF.
- 6.15 The Council’s draft Parking Standards seek 1 vehicle parking space per 150 sqm as well as certain criteria for cycle, powered two wheels and disabled parking. A comparison of the parking provision offered with the consented permissions and this current application is provided below:

	Parking Provision	
	12/00862/OUT & 17/00587/REM	Current Application
HGV Parking	100	84
Car Parking	332	327
Cycle Parking	160	50

- 6.16 For HGV parking the Council’s draft Parking Standards identifies that HGV parking provision should be based on the operational requirements of the development. The proposal includes 99 HGV docking/loading bays and 84 HGV parking spaces.
- 6.17 The proposed development represents an improvement in parking terms when compared to the extant permission and with regard to the Council’s draft parking standards. The Council’s Highways Officer raises no objections to the application on parking grounds and having regard to LDF policies PMD8 and paragraph 107, 108 and 110 of the NPPF.

IV. FLOOD RISK AND DRAINAGE

- 6.18 The western and south western part of the site is located in a high risk flood zone [Flood Zone 3a] as identified on the 'Flood Maps for Planning' Government website and as set out in the PPG's 'Table 1 - Flood Zones' but is within an area protected by flood defences. This means that part of the site is subject to a high probability of flooding and the PPG provides guidance on flood risk and vulnerability. The proposal would fall within the 'Less Vulnerable' use category of the PPG's 'Table 2 - Flood Risk Vulnerability Classification' where development is 'appropriate' for this flood zone as identified in the PPG's 'Table 3 – Flood Risk Vulnerability and Flood Zone Compatibility' table.
- 6.19 The Sequential Test is applicable and the PPG advises states that 'when applying the Sequential Test, a pragmatic approach on the availability of alternatives should be taken'. In assessing the wider area there are large areas of allocated employment land within Purfleet and West Thurrock but this proposal requires a large site and almost all of the locations in these areas are likely to be already occupied by existing development. One of the key reasons for the developing this site for a storage and warehouse distribution use is due to its location adjacent to the strategic road network within close proximity of the junction 30 of the M25/A13 interchange. As the site is not within any allocated LDF policy designation there are no objections in principle to the site being developed and clearly this is preferable to developing the nearby Metropolitan Green Belt site, which lies to the north of the A13 in this location. The site, overtime, would be seen in the context of an extension of the neighbouring Purfleet Industrial Estate areas to the south. The extant permission also already permits a similar scale of development upon this site. For these reasons it is considered that the Sequential Test is passed.
- 6.20 The Flood Risk Assessment (FRA) identifies that the ground levels at the site range from 3.9m AOD to 8.06m AOD and the most likely source of flooding would be from surface water flooding. The 'Flood Maps for Planning' Government website identifies the site is an area protected by flood defences. As only part of the site is located in a high risk flood zone safe dry access can be maintained to higher ground levels if a flood event were to occur. A Flood Warning and Evacuation Plan [FWEP] will be needed for implementation including an area for safe refuge. The Council's Emergency Planner has advised that this can be subject to a planning condition.
- 6.21 A detailed surface drainage strategy seeks to use swales, underground attenuation devices and an attenuation basin, which will be maintained and managed by the landowner/future operator. Details of the proposed surface drainage systems shall be subject to a planning condition.

- 6.22 Foul drainage will be connected to the existing sewer network to the east of the site.
- 6.23 Subject to conditions, there are no objections raised from the Environment Agency, Flood Risk Advisor or Emergency Planner and the proposal is therefore considered acceptable with regard to policies CSTP27 and PMD15.

V. ECOLOGY

- 6.24 The site is not within any statutory or non-statutory ecological designations and the site is former landfill which has become naturally regenerated over the passage of time.
- 6.25 The application demonstrates that there have been numerous ecological surveys undertaken at the site over a period of time recently and dating back to 2006. The surveys showed the site was suitable as a reptile habitat and included a low population of common lizards when surveys were undertaken in October 2015. These species were then removed from the site. Clearance works took place in October 2016 when highway works approved through the outline permission [12/00862/OUT] were implemented.
- 6.26 The Ecological Statement explains that the proposed development of the site would result in the loss of existing habitats but the Ecological Statement considers this to be of 'negligible significance' and a range of enhancement and mitigation measures are proposed, which include wildflower grassland margins, mixed shrubs and trees for birds and bat boxes in suitable locations. The Council's Landscape and Ecology Advisor has no objections and the proposal is considered acceptable with regard to LDF policies CSTP19 and PMD7, and subject to the implementation of the mitigation measures stated in the applicant's Ecological Statement.

VI. AIR QUALITY AND NOISE

- 6.27 The current application represents a reduction in floor space compared to the extant permission and similar levels of vehicle activity associated with the proposed use. The applicant's Air Quality Addendum concludes that the proposal would 'not result in significantly different impacts to those identified for the original planning application'.
- 6.28 The applicant's Air Quality Addendum proposes the same mitigation as detailed in the outline permission, which are that HGV's will need to meet Euro VI standards, registration of fleet operator emissions reduction scheme [4 stars or higher], and electric vehicle charging points to be provided in the car park. The Council's Environmental Health Officer has no objections subject to the air quality mitigation

measures being implemented through planning conditions. As such, the proposed development is considered acceptable with regard to LDF policy PMD1 and paragraph 181 of the NPPF.

- 6.29 In terms of noise, a Noise Assessment has been provided with the application. The construction of the development would result in an increase in noise from the current baseline noise levels from this current undeveloped site. A Construction Environmental Management Plan [CEMP] can be conditioned to control noise levels during the construction of the development.
- 6.30 For the operational use of the site the proposal seeks permission to operate on a 24 hour basis. Noise from the operational use would involve vehicle movements including HGVs and private staff vehicles, noise from plant and equipment and noise outside the site from road traffic flows using the surrounding road network.
- 6.31 The nearest and most sensitive noise receptors are the residents of properties along the eastern side of Purfleet Road. To mitigate any impact upon the amenities of the occupiers of these residential properties, earthworks in the form a landscaped bund, would be created along with a 2m high barrier positioned on the ridge level of the bund. The bund would be landscaped to screen the development and would perform as an acoustic barrier with the Noise Assessment identifying that there would be no significant impact upon these neighbouring residents, which in terms of noise levels would be in accordance with the WHO guidelines for habitable rooms and external private amenity space. As such there would be no adverse impacts on health and quality of life of existing residents and occupiers. The Council's Environmental Health Officer has no objections and subject to mitigation measures being implemented the proposal would accord with the requirements of policy PMD1 and paragraph 180 of the NPPF.

VII. EFFECT ON NEIGHBOURING PROPERTIES

- 6.32 The nearest neighbouring residential properties are located to the east of the site on Purfleet Road. The principle elevations of these properties are located approximately 68-70m, building to building distance, from nearest points of the proposed buildings which include the three storey car park and the three storey office building. It should be noted that the extant scheme proposes a building in a much closer position towards these residential properties (at approximately 37m between buildings). The landscape bund was also much narrower than the current application. Given the improvements that would be brought forward by the current application there is no objection from the Council's Environmental Health Officer or the Council's Landscape and Ecology Advisor with regard to LDF policy PMD1.

- 6.33 The application includes a Lighting Assessment Report which seeks to provide lighting solutions to protect the nearby residential properties. The measures would include shielding of lamps, tilted lamps, choice of lamination and mounting heights, which are considered acceptable having regard to policy PMD1 and paragraph 180 of the NPPF.
- 6.34 The bellmouth junction is approximately 70m from the nearest residential property, the same as the extant permission, where vehicles would enter and leave the site and this includes the exit only for HGV's that would turn right into Purfleet Road and exit onto London Road at the recently installed road traffic junction. Weight restrictions along Purfleet Road prevent HGVs from turning left from the bellmouth junction into Purfleet Road. Based on the distance from the bellmouth junction to the nearest residential property the proposal would not lead to adverse impact upon nearby residential amenity with regard to LDF policy PMD1.
- 6.35 All other buildings and uses in the area are commercial and are not considered to be adversely affected by the proposal.

VIII. LAND CONTAMINATION AND GROUND WORKS

- 6.36 As the site is former landfill remediation works are required before any development commences on site. From the outline permission [12/00862/OUT], and the conditions attached to that permission, various contamination and remediation strategies have been submitted to and approved by the local planning authority. There are no objections raised by the Council's Environmental Health Officer but conditions relating to the information already approved and any outstanding information from the outline permission [12/00862/OUT] will need to be included in any approval of this application, to accord with the requirements of policy PMD1 and paragraphs 178-179 of the NPPF.

IX. ENERGY AND SUSTAINABLE BUILDINGS

- 6.37 The applicant's BREEAM Pre-Assessment Report sets out a strategy for achieving a BREEAM 'excellent' rating to comply with the requirements of policy PMD12 and will be subject of a planning condition.
- 6.38 The applicant's Energy Report identifies measures to reduce carbon emissions including the use of a photovoltaic system on the roof, LED lighting and heating and hot water systems to meet with the policy requirements of LDF policy PMD13 and will be subject to a planning condition.

X. VIABILITY AND PLANNING OBLIGATIONS

- 6.39 Policy PMD16 of the Core Strategy indicates that where needs would arise as a result of development the Council will seek to secure planning obligations under Section 106 of the Town and Country Planning Act 1990 and any other relevant guidance. The policy states that the Council will seek to ensure that development contribute to proposals to deliver strategic infrastructure to enable the cumulative impact of development to be managed and to meet the reasonable cost of new infrastructure made necessary by the proposal.
- 6.40 Certain LDF policies identify requirements for planning obligations and this depends upon the type of development proposed and consultation responses from the application process.
- 6.41 Following changes in legislation [Community Infrastructure Levy Regulations] in April 2015 the Council produced its Infrastructure Requirement List [IRL] which changed the way in which planning obligations through section 106 agreements can be sought. The changes brought in pooling limitations to a maximum of 5 contributions towards a type or item of infrastructure. The IRL therefore provides an up to date list of physical, social and green infrastructure to support new development in Thurrock. This list is bi-annually reviewed to ensure it is up to date. The IRL applies a number of different development scenarios.
- 6.42 The outline permission [12/00862/OUT] was determined prior to the Community Infrastructure Levy Regulations legislation changes but secured a number of planning obligations and similar planning obligations are offered with this application, which include a travel plan, vehicle monitoring scheme and bus service contributions, as set out below. Since this outline permission various highway works have taken place to Purfleet Road and London Road as explained in paragraph 1.8 of this report. These works were part of the s106 legal agreement to the outline permission and were also subject to works under s278 legal agreement to the Highways Act.
- 6.43 The following planning obligations are offered:
- Travel Plan – submission for approval, implementation and review of a Travel Plan. Payment of the Council’s Travel Plan review fees of £500;
 - Vehicle Monitoring Scheme – submission for approval, implementation and maintenance of a Vehicle Monitoring Scheme. Carrying out of relevant corrective highways measures;
 - Bus Services Contribution – financial contribution of £150,000 (indexed) three months prior to occupation and a further contribution of £150,000 (indexed) on occupation of 50% of the floorspace.

XI. SUSTAINABILITY

- 6.44 As part of the planning balance consideration has to be given to the Environmental, Social and Economic objectives as outlined in paragraph 8 of the NPPF with all three needing to be satisfied for the 'presumption in favour of sustainable development' to apply.
- 6.45 For the economic objectives the proposal would create employment opportunities for the construction and operational phase of the development. The operational phase would lead to economic benefits to the local economy. For the social and economic objective the proposal would lead to employment opportunities for local people and inter-related social opportunities. For the environmental objective the proposal would lead to new development that would be considered in the context of an extended part of the Purfleet Industrial Area to the west. The design of the proposed development and its impact upon the surrounding area along is acceptable along with an acceptable highway access and on site parking provision. The development would incorporate surface water without giving rise to flooding elsewhere and a landscaping, including a landscape bund and noise barrier to safeguard nearby residential amenities.

XII. OTHER MATTERS

- 6.46 Planning condition 13 of the outline permission [12/00862/OUT] required an investigation into presence of any on site archaeology, which involved a trench evaluation and open area excavation. No archaeology was found and the condition was discharged. Through this current application the Essex County Council Archaeologist advises there are no requirements for any further archaeological conditions.

7.0 CONCLUSIONS AND REASONS FOR APPROVAL

- 7.1 The proposed development would lead to provision of a new storage and distribution centre which would lead to employment opportunities and economic benefits for the area. The principle of development has been established through the grant of earlier permissions, and the current scheme represents a reduced form of development when compared to the extant scheme. Compared against the extant scheme, the current proposal is favourable. The location provides good access links to the strategic highway network, meaning that HGVs would not travel through residential areas to connect to the M25. The design of the building and its appearance in the surrounding would overtime appear as an extension to the existing industrial location to the south of London Road. All other material considerations are considered acceptable and subject to planning conditions for mitigation where necessary and the provision of planning obligations the application is recommend for approval.

8.0 RECOMMENDATION

8.1 Approve, subject to the following:

- i) the completion and signing of an obligation under s.106 of the Town and Country Planning Act 1990 relating to the following heads of terms:
 - Travel Plan – The submission for approval, implementation and review of a Travel Plan. Payment of the Council’s Travel Plan review fees of £500;
 - Vehicle Monitoring Scheme – The submission for approval, implementation and maintenance of a Vehicle Monitoring Scheme. Carrying out of relevant corrective highways measures;
 - Bus Services Contribution [IRL Projects 198 and 378] – A financial contribution of £150,000 (indexed) three months prior to occupation and a further contribution of £150,000 (indexed) on occupation of 50% of the floorspace.

- ii) the following planning conditions:

Standard 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: 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:

Plan Number(s):		
Reference	Name	Received
126726-0180-A	Proposed Plans	20th August 2018
126726-0180	Proposed Plans	14th June 2018
126726-0181-A	Proposed Plans	14th June 2018
126726-0201-B	Proposed Plans	14th June 2018
126726-0203-A	Drainage Layout	14th June 2018
1448A-01	Landscaping	14th June 2018
1448A-02	Landscaping	14th June 2018
1448A-02 SHT 1	Landscaping	14th June 2018

1448A-02 SHT 2	Landscaping	14th June 2018
1448A-02 SHT 3	Landscaping	14th June 2018
1448A-02 SHT 4	Landscaping	14th June 2018
1448A-02 SHT 5	Landscaping	14th June 2018
18-047-EX-001	Proposed Plans	14th June 2018
30824-PL-100A	Location Plan	14th June 2018
30824-PL-201	Proposed Site Layout	14th June 2018
30824-PL-202	Proposed Floor Plans	14th June 2018
30824-PL-203	Proposed Floor Plans	14th June 2018
30824-PL-204	Proposed Elevations	14th June 2018
30824-PL-205	Roof Plans	14th June 2018
30824-PL-208	Proposed Elevations	14th June 2018

Reason: For the avoidance of doubt and to ensure the development accords with the approved plans with regard to policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Materials

3. Prior to the erection of external facing materials details or samples of all materials to be used shall be submitted to and approved in writing by the local planning authority. Where appropriate, these details will include:

- External Cladding
- Feature Band
- External Windows,
- Canopy
- External Loading Doors
- External Personnel Doors
- Eaves/verge flashing
- Roof
- Louvres

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].

Boundary details

4. The boundary treatments as shown on the approved drawings as listed in condition 2 shall be constructed prior to occupation of the development and shall be retained and maintained as such at all times thereafter, unless otherwise agreed in writing by the local planning authority.

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

Landscaping Implementation

5. Within the first available planting season (October to March inclusive) following the occupation of the development the landscaping works as shown on the approved plans as listed in condition 2 and the specifications stated in the relevant submission documents. 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 replacement for it, is removed, uprooted or destroyed or 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 at 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 area in accordance with policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Realignment of London Road A1306 left in access

6. Prior to occupation of the development hereby permitted details of the proposed realignment of London Road A1306 left in access, including signage have been submitted to and approved by the local planning authority. The proposed realignment of London Road A1306 left in access shall be implemented as approved prior to first occupation of the development hereby permitted and shall be retained and maintained as such at all times thereafter.

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

Vehicle Parking

7. The development hereby permitted shall not be first occupied until such time as the vehicle parking area shown on the approved plans, including any disabled parking and parking for powered two wheelers, has been hard surfaced, sealed and marked out as shown on the approved plans. The vehicle parking area(s) shall be retained in this form at all times thereafter. The vehicle parking area(s) shall not be used for any purpose other than the parking of vehicles that are related to the use of the approved development.

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].

Car Parking Management Plan

8. Prior to first occupation of the development hereby permitted details of how the car park will operate shall be set out in a Car Park Management Plan which shall be submitted to and approved in writing by the local planning authority. The Car Park Management Plan as approved shall be implemented upon occupation of the development.

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].

Cycle parking

9. Prior to the occupation of the development hereby permitted full details of the number, location and design of secure cycle parking facilities shall be submitted to, and approved in writing by, the Local Planning Authority. The approved facilities shall be installed prior to the first occupation of any of the buildings and shall be permanently retained thereafter.

Reason: To reduce reliance on the use of private cars and promote cycling in the interests of sustainability in accordance with policy PMD8 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Surface water drainage

10. Prior to the commencement of development a scheme for the management of surface water shall be submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include the following:

- confirmation that flows can be accommodated within the receiving sewer system;
- details of the volume of storage required for the 1 in 100 year storm inclusive of climate change;
- utilisation of sustainable drainage techniques for the storage of surface water flows;
- confirmation of who shall be responsible for the maintenance of the scheme.

The approved scheme shall be fully implemented and subsequently maintained in accordance with any timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed in writing by the Local Planning Authority.

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].

Surface Water Infiltration

11. No infiltration of surface water drainage from hard paved surfaces into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

Reason: To protect the water environment to avoid pollution of the water environment and to minimise flood risk in accordance with policies PMD1 and PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Flood Warning and Evacuation Plan [FWEP]

12. Prior to the first occupation of the development hereby permitted 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, 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].

Ecology Mitigation

13. The proposed the mitigation and ecological enhancement measures contained within the 'Ecological Statement Rev C' which is attached to and forms part of this permission shall be implemented within three months following occupation of the development, unless otherwise agreed in writing with the local planning authority.

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

Air Quality Mitigation

14. Prior to the first occupation of the development hereby permitted the air quality mitigation measures as identified in the 'Air Quality Addendum' dated June 2018 shall be implemented and the air quality mitigation measures, as installed, shall be retained at all times thereafter.

Reason: To ensure there is no adverse impact upon air quality in the area in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Noise Mitigation

15. Prior to the first occupation of the development hereby permitted the noise mitigation measures as identified in the 'Environmental Noise Assessment of a Proposed Industrial Development' dated 14 June 2018 shall be implemented and the noise mitigation measures, as installed, shall be retained at all times thereafter.

Reason: To protect the amenities of the nearby occupiers from nearby noise sources in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Contamination and Remediation

16. Prior to the first occupation of the development hereby permitted the contamination and remediation mitigation measures as approved through the details contained within application 16/00217/CONDC shall be implemented, unless otherwise agreed in writing by the local planning authority.

Reason: To protect the environment and to avoid pollution of the water environment with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Verification Report

17. Prior to the first occupation of the development hereby permitted a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a long term monitoring and maintenance plan) for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long term monitoring and maintenance plan shall be implemented as approved.

Reason: To protect the environment and to avoid pollution of the water environment with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Unforeseen Contamination

18. If, during development, contamination not previously identified is found to be present at the site, then it should be addressed in accordance with the submitted strategy contained within application 16/00217/CONDC except where contamination is of a nature and hazard beyond that encountered during the completed investigation works submitted within application 16/00217/CONDC in which case no further development (unless otherwise agreed in writing by the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from, the Local Planning Authority for an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with. Any unexpected contamination and associated remediation and verification measures shall be detailed within the Verification Report.

Reason: To protect the environment and to avoid pollution of the water environment with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Piling

19. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority,

which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To protect the water environment 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].

Outside Operations

20. There shall be no external storage of goods, machinery, plant or materials on the site, unless otherwise agreed in writing by the Local Planning Authority.

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

External Lighting

21. Prior to the first occupation of the development hereby permitted the external lighting mitigation measures as identified in the 'External LED Lighting Assessment Report' dated 1 June 2018 shall be implemented and the external lighting mitigation measures shall be retained at all times thereafter, unless otherwise agreed in writing by the local planning authority.

Reason: To protect the amenities of the nearby occupiers from nearby noise sources in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Ventilation and extract details

22. No external plant or machinery shall be used until details of the ventilation and extraction equipment have been submitted to and approved by the local planning authority. The ventilation and extraction equipment shall be installed prior to first occupation of the development hereby permitted and shall be 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].

BREEAM

23. The development hereby permitted shall be built to a minimum standard of 'Excellent' under the Building Research Establishment Environmental Assessment Method (BREEAM). Within 4 months of the first use of any of the building(s) a copy of the Post Construction Completion Certificate for the building(s) verifying that the 'Excellent' BREEAM rating has been achieved shall be submitted to the Local Planning Authority.

Reason: To ensure that the development meets the objectives of energy efficiency in new building design and construction set out in Policy PMD12 of the adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development [2015].

Renewable Energy

24. Prior to the first occupation of the development hereby permitted the energy and sustainability mitigation measures as identified in the 'Energy and LZC Strategy' dated 11 June 2018 shall be implemented and the mitigation measures shall be retained at all times thereafter.

Reason: To protect the amenities of the nearby occupiers from nearby noise sources in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Construction Environmental Management Plan [CEMP]

25. No 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) 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/boundary treatment;
- (i) 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) Dust and air quality mitigation and monitoring;
- (l) Water management including waste water and surface water discharge;
- (m) Method statement for the prevention of contamination of soil and groundwater and air pollution, including the storage of fuel and chemicals;
- (n) A Site Waste Management Plan;
- (o) Ecology and environmental protection and mitigation;
- [o] Community liaison including a method for handling and monitoring complaints, contact details for site managers;
- [p] Details of security lighting layout and design; and
- [q] 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].

Travel Plan

26. Prior to the first occupation of the development hereby permitted, a Travel Plan shall be submitted to and agreed in writing with the local planning authority. The Travel Plan shall include detailed and specific measures to reduce the number of journeys made by car to the development hereby permitted and shall include specific details of the operation and management of the proposed measures. The details to be agreed shall also include how the Travel Plan will be implemented and the timescales and responsibilities for its monitoring and review. The measures shall be implemented upon the first occupation of the building hereby permitted and shall be permanently kept in place unless otherwise agreed in writing with the local planning authority.

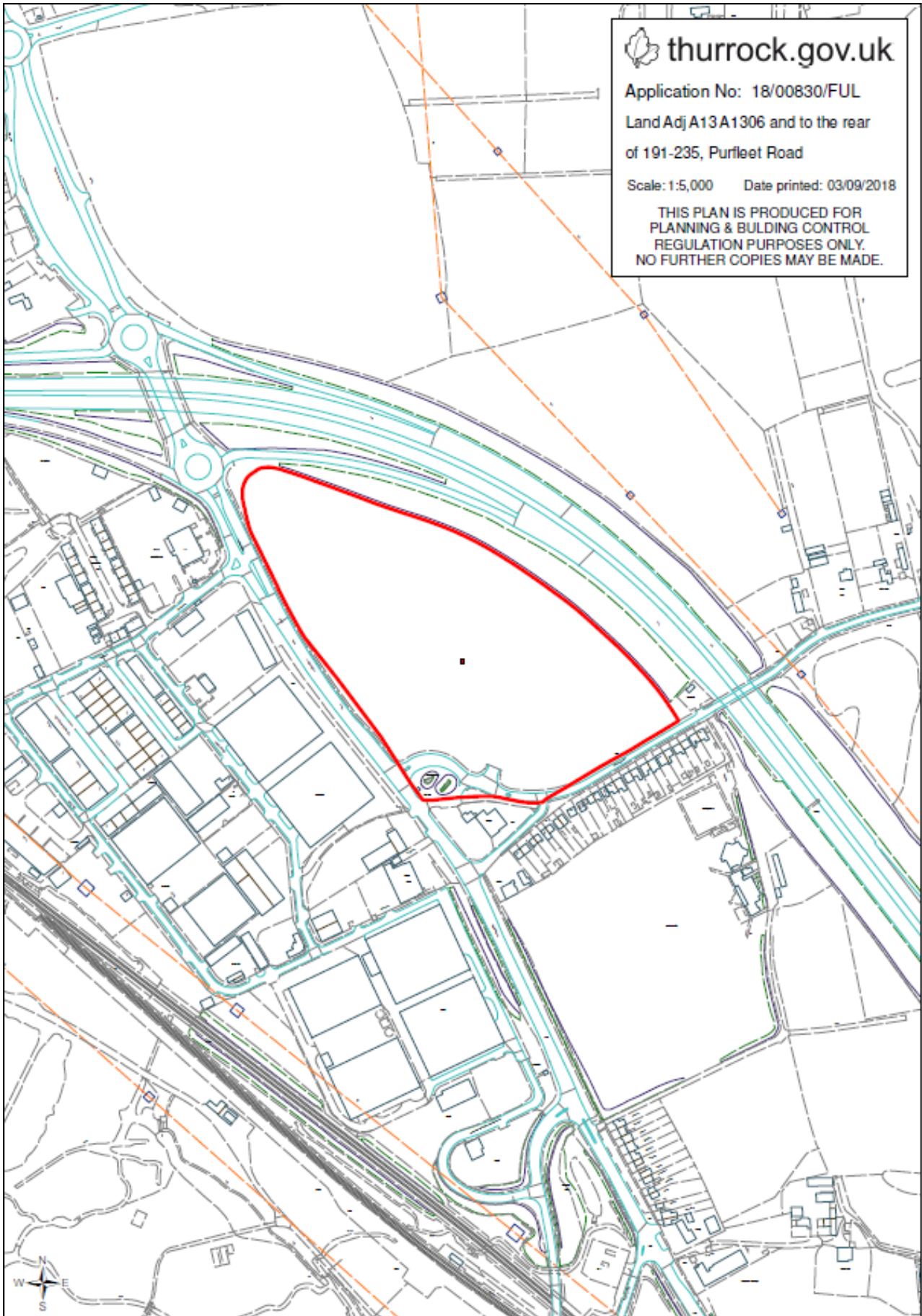
Reason: To reduce reliance on the use of private cars, in the interests of sustainability, highway safety and amenity in accordance with Policy PMD10 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Positive and Proactive Statement

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.

Documents:

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online: <http://regs.thurrock.gov.uk/online-applications>



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Reference: 18/00988/HHA	Site: Farmhouse Manor House Farm Brentwood Road Bulphan Essex RM14 3TJ
Ward: Orsett	Proposal: Two storey front extension, single storey side extensions, alterations to roof, basement & single storey garage block with associated hardstanding following the demolition of existing side extension and outbuilding.

Plan Number(s):		
Reference	Name	Received
1499 - 01	Location Plan	11th July 2018
1499 - 02	Existing Plans	11th July 2018
1499 - 03	Elevations	11th July 2018
1499 - 04	Elevations	11th July 2018
1499 - 05	Proposed Site Layout	11th July 2018
1499 - 06	Proposed Floor Plans	11th July 2018
1499 - 07	Proposed Floor Plans	11th July 2018
1499 - 08	Proposed Elevations	11th July 2018
1499 - 09	Parking Block Plan	11th July 2018
1499 - 10	Sections	11th July 2018
1499 - 11	Other	11th July 2018
1499 - 12	Other	11th July 2018

The application is also accompanied by: <div style="margin-left: 40px;">- Planning Statement</div>	
Applicant: Mr M Norcross	Validated: 11 July 2018 Date of expiry: 17 September 2018 (Extension of time agreed with applicant)
Recommendation: Refuse	

This application is scheduled for determination by the Council’s Planning Committee because it has been called in by Cllrs G Rice, S Shinnick, L Worrall, C Baldwin and B Rice (in accordance with the Constitution Chapter 5, Part 3 (b), 2.1 (d) (ii)) to assess the impact of the proposal in terms of Green Belt policy.

1.0 BACKGROUND AND DESCRIPTION OF PROPOSAL

- 1.1 This is a planning application for a two storey front extension, single storey side extensions, alterations to the roof, basement & single storey garage block with associated hardstanding following the demolition of existing side extension and outbuilding.
- 1.2 The two storey front extension would infill the area to the south side of the building where the pre-existing extension is set back from the front elevation. This would incorporate the remodelling of the roof so that the ridge of the front extension and pre-existing extension matches that of the main dwelling. There would also be a front gable end introduced to the middle of the existing dwelling.
- 1.3 The proposal includes single storey extensions to either side of the dwelling which would project beyond the existing rear elevation. These would be of crown roof design with large sections of flat roof.
- 1.4 The proposed basement would link the house to a garage located to the north side of the existing dwelling.
- 1.5 There is an extensive planning history for the site which is summarised below and discussed further in the assessment of the proposal. The table below provides a summary of the floor space calculations which are referred to later in the report.

	Internal Floor space (sqm)
Original Dwelling	375 sqm
Size of two reasonably sized room extension allowance (as established in previous appeal decision)	46 sqm
Proposed Extensions	732.2 sqm
Outbuilding to be demolished	91.2 sqm
Basement	283 sqm
Total extensions above ground minus building to be demolished	357.8 sqm
Difference between two reasonably size rooms and proposed extensions	+ 311.8 sqm

2.0 SITE DESCRIPTION

2.1 The application relates to a two storey detached dwelling located on the east side of Brentwood Road on a corner plot at the junction with Doesgate Lane. The site is located to the east of Bulphan and is within the Green Belt.

3.0 RELEVANT PLANNING HISTORY

3.1 There is an extensive planning history on site. Of relevance to the current proposal are the following:

Reference	Description	Decision
17/00161/PHA	Single storey side extension extending 8ms from original rear wall of the property, with a maximum height of 4 metres and eaves height of 4 metres.	Prior Approval Not Required
16/01668/CLOPUD	Single storey side extensions and outbuilding	Approved
16/01548/CLOPUD	Swimming pool enclosure	Withdrawn
16/00861/CLOPUD	Proposed single storey side extension	Approved
14/01089/CLOPUD	Proposed outbuilding	Refused
14/01088/CLOPUD	Single storey extension	Approved
14/00084/CLOPUD	Side extension	Refused
14/00083/CLOPUD	Proposed outbuilding	Refused
12/00440/CLOPUD	Two storey rear extension and an increase in roof height to part of the existing roof slope and replacement chimney.	Approved
09/00638/FUL	Two storey front and rear extension, loft conversion incorporating front, side and rear dormers and pitched roof conservatory.	Refused – Appealed – Dismissed
09/00055/LDC	Use of part offices and part dwelling, with TV/Games room ancillary to the use of the main house.	Approved

4.0 CONSULTATION 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

4.2 PUBLICITY:

This application has been advertised by way of individual neighbour notification letters and a public site notice which has been displayed nearby. No letters of representation have been received in relation to this application.

4.3 ENVIRONMENTAL HEALTH:

No objection, subject to condition.

4.4 ESSEX COUNTY COUNCIL ARCHAEOLOGY:

No objection.

4.5 LANDSCAPE AND ECOLOGY ADVISOR:

No comments received.

5.0 POLICY CONTEXT

5.1 National Planning policy Framework

The NPPF was published on 27th March 2012 and amended on 24th July 2018. Paragraph 10 of the Framework sets out a presumption in favour of sustainable development. Paragraph 2 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 11 states that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development. The following headings and content of the NPPF are relevant to the consideration of the current proposals:

- 4. Decision-making
- 12. Achieving well-designed places
- 13. Protecting Green Belt land

5.2 Planning Policy Guidance

In March 2014 the Department for Communities and Local Government (DCLG) launched its planning practice guidance web-based resource. This was accompanied by a Written Ministerial Statement which includes a list of the previous planning policy guidance documents cancelled when the NPPF was launched. PPG contains a range of subject areas, with each area containing

several subtopics. Those of particular relevance to the determination of this planning application comprise:

- Design
- Determining a planning application
- Use of Planning Conditions

5.3 Local Planning Policy Thurrock Local Development Framework (as amended) 2015

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

SPATIAL POLICIES

- CSSP4 (Sustainable Green Belt)

THEMATIC POLICIES

- CSTP22 (Thurrock Design)
- CSTP24 (Heritage Assets and the Historic Environment)

POLICIES FOR MANAGEMENT OF DEVELOPMENT

- PMD1 (Minimising Pollution and Impacts on Amenity)²
- PMD2 (Design and Layout)²
- PMD4 (Historic Environment)²
- PMD6 (Development in the Green Belt)²
- PMD8 (Parking Standards)³

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

5.4 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 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 2018.

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.

5.6 Thurrock Residential Alterations and Extension Design Guide (RAE)

In September 2017 the Council launched the RAE Design Guide which provides advice and guidance for applicants who are proposing residential alterations and extensions. The Design Guide is a supplementary planning document (SPD) which supports policies in the adopted Core Strategy.

6.0 **ASSESSMENT**

6.1 The principles issues to be considered with this case are:

- I. Principle of the development in the Green Belt
- II. Design and Layout and Impact upon the Area
- III. Effect on Neighbouring Properties
- IV. Traffic Impact, Access and Car Parking
- V. Other matters

I. PRINCIPLE OF THE DEVELOPMENT IN THE GREEN BELT

6.2 Under this heading, it is necessary to refer to the following key questions:

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

- 6.3 The site is identified on the LDF Core Strategy Proposal's Map within the Green Belt where policies CSSP4 and PMD6 apply. Policy CSSP4 identifies that the Council will 'maintain the purpose function and open character of the Green Belt in Thurrock', and policy PMD6 states that the Council will 'maintain, protect and enhance the open character of the Green Belt in Thurrock'. These policies aim to prevent urban sprawl and maintain the essential characteristics of the openness and permanence of the Green Belt in accordance with the requirements of the NPPF.
- 6.4 Paragraph 133 of the NPPF states that the Government attaches great importance to the Green Belt and that the "fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belt are their openness and their permanence." Paragraph 145 states that a local planning authority should regard the construction of new buildings as inappropriate in Green Belt. The NPPF sets out a limited number of exceptions to this, including:
- c) The extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building.*
- 6.5 In this instance the proposal represents the extension of an existing building within the Green Belt. In order to assess whether these extensions represent disproportionate additions over and above the size of the original building the criteria of Policy PMD6 should be considered. The interpretation within PMD6 of a proportionate addition is one which is no larger than 'two reasonably sized rooms' (calculated from the floor space of the original dwelling).
- 6.6 As was established in the appeal decision on the refusal of planning application 09/00638/FUL it is accepted that the previous extensions to the south and east of the dwelling have probably been in situ since 1948. As such they form part of the original dwelling for the purposes of Green Belt policy. Whilst there have been a number of Lawful Development Certificates granted since this appeal none have yet been implemented. Therefore, the dwelling is considered to be original for the purposes of Green Belt policy and as discussed in the appeal decision the two room allowance for proportionate additions would equate to an additional floor area of 46 sqm.
- 6.7 The proposal incorporates a two storey front extension, single storey side extensions, alterations to the roof and a garage building which is linked to the existing dwelling via a basement. The total floor area (internal) of the proposed extensions is 732.2 sqm although it is acknowledged that the basement, which is wholly subterranean, and therefore does not impact upon openness, comprises 283sqm. As a result the extensions located above ground level would have a total

floor area of 449.2sqm. The proposal does include the removal of an existing outbuilding on the site which has a floor area of 91.2sqm. Taking into account the removal of this building the proposal results in an overall increase in floor area of 357.8 sqm significantly in excess of the two room allowance (46sqm) for a proportionate extension in the Green Belt.

- 6.8 To put this into context, the existing dwelling has a floor area of approximately 375 sqm, consequently the proposal, disregarding the basement and allowing for the demolition of the existing outbuilding results in an increase in floor area of 95.4%. In addition to the increase in floor area the proposal also includes alterations to the roof of the existing dwelling including the increase in the height of the existing two storey side addition and the introduction of a front gable. This contributes towards the overall increase in mass and bulk of the dwelling.
- 6.9 In total the proposed extensions would result in an increase in footprint of 353.4 sqm and an increase in volume of 1387.85 cubic metres. Therefore, it is considered that the proposed extensions and alterations would result in disproportionate additions over and above the size of the original dwelling and would not comply with the above referenced exception to the construction of building within the Green Belt. As the proposal would not fall within this exception it would represent inappropriate development within the Green Belt.
- 6.10 The Planning Statement submitted with the application refers to the Permitted Development allowances set out in the General Permitted Development Order 2018 (GPDO) which apply to dwellings within the Green Belt. The applicant contends that in allowing Permitted Development rights for such property the Secretary of State is outlining proportionate extensions to dwellings in the Green Belt. As the 2015 GPDO and subsequent revisions post-date the Local Plan, particularly Policy PMD6, the applicant considers that the two room proportionate extension guidance has been superseded by the allowances of the GPDO.
- 6.11 Whilst the allowances within the GPDO and any Lawful Development Certificates (LDC's) granted on the site are material considerations, the effect of this is only to grant permission for development within the Green Belt within the limitations set out therein. These allowances do not alter the duty to determine applications in accordance with development plan policies unless material considerations indicate otherwise. In the case of policy PMD6 the intention is to ensure that extensions to existing buildings do not materially impact upon the open character of the Green Belt. Therefore the allowances in the GPDO do not alter the presumption against inappropriate development in the Green Belt. This interpretation was supported by the Inspector in the dismissing the appeal on application 09/00638/FUL. It should also be noted that the updated NPPF published in 2018 after the most recent

GPDO maintains the same approach in terms of inappropriate development within the Green Belt.

6.12 In concluding the above, whilst the GPDO and LDC decisions are a material consideration these do not supersede the policies set out in the development plan and the presumption against inappropriate development in the Green Belt. Therefore, as has already been established above, in terms of the development plan the proposals represent disproportionate additions to the dwelling and therefore constitute inappropriate development in the Green Belt.

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

6.13 Having established that the proposals constitute inappropriate development, it is necessary to consider the matter of harm. Inappropriate development is, by definition, harmful to the Green Belt, but it is also necessary to consider whether there is any other harm to the Green Belt and the purposes of including land therein. In this instance the proposed extensions would increase the overall width of the dwelling, the height of the pre-existing two storey element, the bulk and mass of the roof and include a substantial outbuilding (which constitutes an extension by reason of its connection to the existing dwelling via the basement). The result is a significant increase in the overall bulk and mass of the main dwelling and a substantial increase in the width at ground floor level. Whilst this is viewed in the context of existing buildings to the rear of the site it would still result in a substantial increase in built form on this part of the site. This would result in the building appearing more prominent within the Green Belt than the existing and would reduce openness, therefore encroaching further upon the generally open character of the countryside. It is considered that the proposal would result in actual harm to openness in addition to the harm by reason of appropriateness.

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

6.14 Having established the proposal constitutes inappropriate development consideration must be given to whether there are any very special circumstances which clearly outweigh the harm to the Green Belt. Paragraph 144 of the NPPF states that, when considering any planning application, local planning authorities “should ensure that substantial weight is given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations”.

- 6.15 Neither the NPPF nor the Adopted Core Strategy provide guidance as to what can comprise 'very special circumstances', either singly or in combination. However, some interpretation of very special circumstances has been provided by the Courts. The rarity or uniqueness of a factor may make it very special, but it has also been held that the aggregation of commonplace factors could combine to create very special circumstances (i.e. 'very special' is not necessarily to be interpreted as the converse of 'commonplace'). However, the demonstration of very special circumstances is a 'high' test and the circumstances which are relied upon must be genuinely 'very special'. In considering whether 'very special circumstances' exist, factors put forward by an applicant which are generic or capable of being easily replicated on other sites, could be used on different sites leading to a decrease in the openness of the Green Belt. The provisions of very special circumstances which are specific and not easily replicable may help to reduce the risk of such a precedent being created. Mitigation measures designed to reduce the impact of a proposal are generally not capable of being 'very special circumstances'. Ultimately, whether any particular combination of factors amounts to very special circumstances will be a matter of planning judgment for the decision-taker.
- 6.16 In this instance the Planning Statement submitted with the application does not specifically refer to very special circumstances. However, the contents of the Planning Statement indicate that the primary justification for the development relates to the allowances as set out in the GPDO and the Lawful Development Certificates that have been granted on the site. In comparison with the development that is allowed by the LDCs granted on the site, the proposal (not including the basement) would result in a decrease in the footprint of 56sqm and a reduction in volume of 30 cubic metres. The Planning Statement goes on to state that in addition to the reduction in footprint and volume the proposed works would also improve the appearance of the building architecturally both in comparison to the existing situation and the dwelling that would result from the extensions that could be carried out under permitted development.
- 6.17 The permitted development fall-back position is a material consideration in the determination of the application and the Green Belt implications of the development. It is acknowledged that the proposed extensions would have a smaller floor space and volume than the overall development allowed under permitted development and that the works could potentially be better integrated through planning permission rather than having to adhere to the requirements of the permitted development regulations. However, it must be borne in mind that the proposed extensions do not constitute permitted development and therefore could not be carried out without planning permission. The proposal would result in a two storey extension and increase in the height of part of the roof which could not be carried out under permitted development. It should also be noted that in

determining the previous appeal, the Inspector attached limited weight to the fall-back position as the proposal would have an appreciably greater impact upon the Green Belt than the fall-back position. It is considered that this remains the case in this instance particularly in terms of the increase in the overall bulk of the main dwelling. Therefore, whilst some weight is given to the permitted development fall-back position, it is considered that the significant difference between the fall-back position and proposal means that it would not clearly outweigh the harm to the Green Belt. In addition, and as referenced above, the circumstances put forward are quite generic in terms of the permitted development approach being available to multiple sites which further limits the weight as a very special circumstance.

- 6.18 The planning statement also references the applicants wish to remain in the house as well as their various contributions towards development and good causes in the area. Whilst these factors are acknowledged they are given very limited weight in the consideration of the impact upon the Green Belt.
- 6.19 In reaching a conclusion on Green Belt issues, a judgement as to the balance between harm and whether the harm is clearly outweighed must be reached. In this case there is significant harm to the Green Belt with reference to inappropriate development and loss of openness. A limited number of factors have been promoted by the applicant as 'very special circumstances'. Having taking into account all Green Belt considerations, it is considered that the identified harm to the Green Belt is not clearly outweighed by the accumulation of factors described above, so as to amount to the very special circumstances justifying inappropriate development.

II. DESIGN AND LAYOUT AND IMPACT UPON THE AREA

- 6.20 Policy PMD2 requires that all design proposals should respond to the sensitivity of the site and its surroundings and must contribute positively to the character of the area in which it is proposed and should seek to contribute positively to local views, townscape, heritage assets and natural features and contribute to the creation of a positive sense of place.
- 6.21 Policy CSTP22 indicates that development proposals must demonstrate high quality design founded on a thorough understanding of, and positive response to, the local context.
- 6.22 The area is characterised by dwellings of varied scale and design although it is noted that more recent developments allowed in the area are for dwellings of substantial scale. The proposals would result in an increase in the bulk of the dwelling due to the two storey front extension, front gable and alterations to the roof

of the pre-existing side extension. This is compounded by the large single storey side extensions which, by reason of their width appear incongruous and out of proportion with the existing dwelling. When considered in the context of its prominent corner plot the proposals would result in an overly dominant and incongruous form of development that would adversely impact upon the street scene and the character of the area. The proposal is therefore contrary to policies PMD2 and CSTP22 of the Thurrock Local Development Framework Core Strategy and guidance within the Residential Alterations and Extension Design Guide SPD.

- 6.23 The proposed garage would have the appearance of an outbuilding although it is technically an extension linked to the main dwelling via the basement. It would be set back from the front elevation of the main dwelling and appear relatively subordinate. However, it would contribute towards the substantial increase in built form along this frontage. As a result it is considered that it would compound the above concerns with regards to the impact upon the street scene and character of the area.

III. EFFECT ON NEIGHBOURING PROPERTIES

- 6.24 The proposed extensions are a significant distance from the nearest residential neighbours. As such it is considered that there would not be any loss of light, overbearing impact or loss of privacy as a result of the proposal. The proposal would therefore accord with the requirements of Policy PMD1 in terms of the impact upon neighbouring amenity.

IV. TRAFFIC IMPACT, ACCESS AND CAR PARKING

- 6.25 The proposal would not alter the vehicular access to the dwelling and there would be space within the garage and on the proposed hardstanding for the parking of a number of vehicles on the site. This is considered to be appropriate for a dwelling of this size and therefore no concerns are raised with regards to the impact of the proposal on the highway network or parking arrangements within the site.

OTHER MATTERS

- 6.26 The Council's Historic Environment Advisor notes that the proposed development lies adjacent to a historic farm complex. However the development is to the west of the known deposits and therefore is unlikely to impact upon them. Therefore, no concerns are raised with regards to the impact upon historic assets.

7.0 CONCLUSIONS AND REASONS FOR REFUSAL

- 7.1 The proposed extensions represent disproportionate additions over and above the size of the original building. Therefore the extensions would not fall within the exceptions to inappropriate development in the Green Belt. Inappropriate development is by definition harmful and the proposal would also result in actual harm to openness as it significantly increases the scale of the dwelling which would encroach further into the countryside, harmful to the openness of the Green Belt.
- 7.2 Where a proposal represents inappropriate development the applicant must demonstrate very special circumstances which clearly outweigh the harm to the Green Belt. In this instance the very special circumstances put forward in terms of; the permitted development fall-back position, the improvement in the design of the dwelling, the applicants desire to improve their property and the various contributions the applicant makes to the area, are not considered to outweigh the definitional and actual harm to the openness of the Green Belt. The proposal is therefore contrary to policy PMD6 of the adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development (as amended 2015) and the National Planning Policy Framework 2018.
- 7.3 The proposed extensions to the existing dwelling result in an overly bulky and incongruous form of development on this prominent corner plot which would result in a dwelling which would adversely impact upon the street scene and character of the area. The proposal would therefore be contrary to policies PMD2 and CSTP22 of the adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development (as amended 2015) and the National Planning Policy Framework 2018.

8.0 RECOMMENDATION

Refuse for the following reasons;

1. The proposed extensions (including the garage) would, by reason of their scale result in disproportionate additions to the original dwelling, representing inappropriate development in the Green Belt which is by definition harmful. In addition these extensions would also cause actual loss of openness due to the substantial increase in the scale of the dwelling. The circumstances put forward by the applicant do not constitute very special circumstances to justify inappropriate development in the Green Belt. The proposal is therefore contrary to Policy PMD6 of the adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development (as amended 2015) and the National Planning Policy Framework 2018.
2. The proposed extensions (including the garage), would by reason of their siting, width and scale result in an overly bulky and incongruous form of development on this prominent corner plot adversely impacting upon the street scene and character of the area. The proposal would therefore be contrary to guidance in

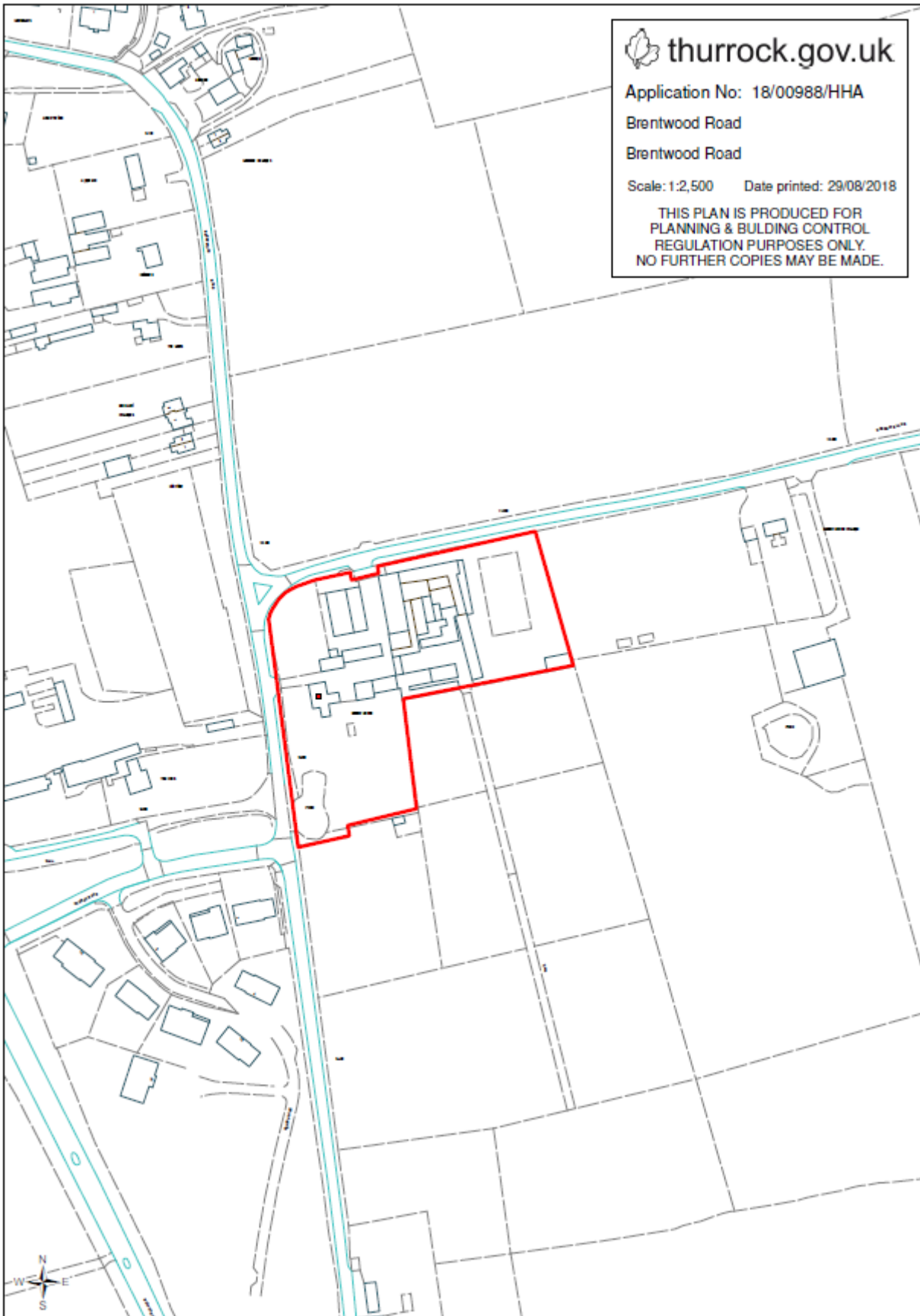
the Residential Alterations and Extension Design Guide SPD 2017 policies PMD2 and CSTP22 of the adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development (as amended 2015) and the National Planning Policy Framework 2018.

Positive and Proactive Statement

The Local Planning Authority has acted positively and proactively in determining this application by discussing the application process with the Applicant/Agent and seeking to determine this at the first available opportunity. Unfortunately, due to the in principle concerns with the development it was not possible to negotiate on the application to achieve a positive outcome. However, the Local Planning Authority has clearly set out, within its report, the harm identified within the reasons for refusal - which may lead to the submission of a more acceptable proposal in the future. The Local Planning Authority is willing to provide pre-application advice in respect of any future application for a revised development.

Documents:

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online: <http://regs.thurrock.gov.uk/online-applications>



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Reference: 18/01035/TBC	Site: East Tilbury Library Princess Avenue East Tilbury Essex RM18 8ST
Ward: East Tilbury	Proposal: Refurbishment of library including new entrance ramp, changes to fenestration, new external draught lobby, external plant enclosure and accessible parking spaces (option 1)

Plan Number(s):		
Reference	Name	Received
2018/ETL/EXG/001	Site Layout	20 July 2018
2018/ETL/01/002	Existing Floor Plan	20 July 2018
2018/ETL/EXG/003	Existing Elevations	20 July 2018
2018/ETL/03/301 Rev D	Proposed Floor Plan	20 July 2018
2018/ETL/03/302	Proposed Elevations	20 July 2018
2018/ETL/03/304 Rev D	Proposed Block Plan	20 July 2018
2018/ETL/03/305	Entrance Ramp Plans	20 July 2018
N/A	Location Plan	20 July 2018

The application is also accompanied by: - N/A	
Applicant: Thurrock Council	Validated: 24 July 2018 Date of expiry: 18 September 2018
Recommendation: Approve, subject to conditions.	

This application is scheduled for determination by the Council’s Planning Committee because 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 for the refurbishment of the library including a new entrance ramp, changes to fenestration, external draught lobby, external plant enclosure and accessible parking spaces. This application is one of two on the Committee agenda for the library; it differs from 'Option 2' as it would provide an external draught lobby.

2.0 SITE DESCRIPTION

2.1 The application site is located to the rear of Stanford House in East Tilbury. Vehicular access to the site is via Princess Road which serves a car park to the front of the building. The site comprises the library building itself, the parking area and a small area of curtilage which is grassed.

2.2 Much of the surrounding area is in residential use, but there is a club which adjoins the site to the west.

2.3 Ground levels are approximately level across the site and the entire application site is located within the high risk flood zone (Zone 3). The site is within East Tilbury Conservation Area.

3.0 RELEVANT HISTORY

Application Reference	Description of Proposal	Decision
01/00447/TBC	Repositioning of entrance doors and infill of porch area	Approved
18/01033/TBC	Refurbishment of library including new entrance ramp, changes to fenestration, new external plant enclosure and accessible parking spaces (option 2)	Pending consideration on this agenda

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

4.2 PUBLICITY:

This application has been advertised by way of individual neighbour notification letters, press advert and public site notice which has been displayed nearby. No comments have been received.

4.3 EMERGENCY PLANNING:

Further information required – indicate a Flood Risk Assessment and Flood Warning Plan is required.

4.4 ENVIRONMENT AGENCY:

No objection.

4.5 ENVIRONMENTAL HEALTH:

No objection, subject to condition.

4.6 HIGHWAYS:

No objection, subject to conditions.

4.7 HISTORIC BUILDINGS ADVISOR:

No objection.

5.0 POLICY CONTEXT

National Planning Guidance

National Planning Policy Framework

5.1 The NPPF was published on 27 March 2012 and amended on 24 July 2018. Paragraph 10 of the Framework sets out a presumption in favour of sustainable development. Paragraph 2 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 11 states that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development. The following headings and content of the NPPF are relevant to the consideration of the current proposals:

- 2. Achieving sustainable development
- 14. Meeting the challenge of climate change, flooding and coastal change
- 15. Conserving and enhancing the natural environment
- 16. Conserving and enhancing the historic environment

Planning Policy Guidance

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

- Design
- Determining a planning application
- Flood Risk and Coastal Change
- Use of Planning Conditions

Thurrock Local Development Framework (2015)

- 5.3 The Council adopted the “Core Strategy and Policies for the Management of Development Plan Document” (as amended) in 2015. The following Core Strategy policies apply to the proposals:

THEMATIC POLICIES

- CSTP10 (Community Facilities)
- CSTP22 (Thurrock Design)

POLICIES FOR MANAGEMENT OF DEVELOPMENT

- PMD1 (Minimising Pollution and Impacts on Amenity)²
- PMD2 (Design and Layout)²
- PMD4 (Historic Environment)²
- PMD8 (Parking Standards)

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

Thurrock Local Plan

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

Thurrock Design Strategy

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

6.0 ASSESSMENT

6.1 The assessment below covers the following areas:

- I. Principle of the Development
- II. Design and Appearance
- III. Flood Risk
- IV. Effect on the Conservation Area
- V. Impact on Neighbour Amenity
- VI. Highways and parking

I. PRINCIPLE OF DEVELOPMENT

6.2 Policy CSTP10 aims to ensure the delivery of community facilities within the Borough. The Council will support the provision of high quality, accessible community facilities to serve new and existing communities, regenerate communities and raise the profile of Thurrock as a destination for culture and the arts.

6.3 The application proposes the refurbishment of the library building after a fire which rendered it unusable. The proposal is considered necessary to bring the community facility back into use.

6.4 The proposal complies with Policy CSTP10 and the proposal is acceptable in principle.

II. DESIGN AND APPEARANCE

6.5 The appearance of the building would broadly remain the same as before the fire damage. The brickwork would remain as existing but the timber windows would be replaced by aluminium, which would update the aesthetics of the building. There would be two relatively small extensions to the building, a draught lobby and plant enclosure; these would add approximately 7.25 square metres to the footprint of the building.

6.6 The proposed L-shaped ramp would be located at the main entrance of the building to the south east elevation and would include a hand rail. The ramp would be satisfactorily related to the existing building.

- 6.7 In conclusion under this heading, the proposal is considered to be of an appropriate form and design in relation to the original building and the immediate location, complying with Policies PMD2 and CSTP22 of the Core Strategy.

III. FLOOD RISK

- 6.8 The application site lies within flood zone 3. The Environment Agency (EA) considers that the vulnerability classification in regards to flood risk is unchanged by this development. Therefore, their flood risk standing advice should be used when determining this application. The EA does not require the submission of a Flood Risk Assessment.
- 6.9 The standing advice from the EA states that the application does not need to meet the sequential or exception test as it is an application for the same use. Whilst the comments of the Emergency Planner are noted, in light of the response from the EA and given the application is for a refurbishment it is not considered a flood warning evacuation plan is reasonably required. However, whilst it wouldn't be reasonable to require this in relation to this application it would be appropriate to add this as an informative in order to ensure that the library is suitably prepared for a flood event.

IV. EFFECT ON THE CONSERVATION AREA

- 6.10 The proposal is within East Tilbury Conservation Area. As the proposal would improve and enhance an existing building, the Council's Historic Building Advisor has raised no objection. Accordingly, the proposal satisfies Policy PMD4.

V. IMPACT ON NEIGHBOUR AMENITY

- 6.11 The proposed refurbishment of the library would not impact negatively on the area in general or be harmful to the occupiers of the neighbouring properties. The proposal accords with Policy PMD1 in this respect.

VII. HIGHWAYS AND PARKING

- 6.12 The Council's Highways Officer has confirmed that the proposed access and parking at the site are acceptable with conditions to secure a revised parking layout and cycle parking. Therefore the proposal accords with Policy PMD8 in this respect.

7.0 CONCLUSIONS AND REASON(S) FOR APPROVAL

- 7.1 The proposal is for refurbishment of an existing library building, which is a community facility which has been damaged by fire. The proposal is acceptable in terms of principle and matters of detail, therefore approval is recommended.

8.0 RECOMMENDATION

8.1 Approve, subject to the following conditions:

TIME LIMIT

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

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

PLANS

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

Plan Number(s):		
Reference	Name	Received
2018/ETL/EXG/001	Site Layout	20 July 2018
2018/ETL/01/002	Existing Floor Plan	20 July 2018
2018/ETL/EXG/003	Existing Elevations	20 July 2018
2018/ETL/03/301 Rev D	Proposed Floor Plan	20 July 2018
2018/ETL/03/302	Proposed Elevations	20 July 2018
2018/ETL/03/304 Rev D	Proposed Block Plan	20 July 2018
2018/ETL/03/305	Entrance Ramp Plans	20 July 2018
N/A	Location Plan	20 July 2018

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

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 satisfactorily integrated with its surroundings in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

REVISED PARKING PLAN

4. Notwithstanding the information on the approved plans, details of an amended parking scheme shall be submitted to and approved by the local planning authority in writing. Prior to the first use of the development hereby permitted, the parking areas shall be constructed, surfaced, laid out and made available for such purposes in accordance with the approved parking scheme and retained as such thereafter.

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

CYCLE PARKING – DETAILS TO BE PROVIDED

5. Prior to the first operational use of the development hereby approved, details of the secure and weather protected cycle parking facilities shall be submitted to and agreed in writing with the local planning authority. The agreed facilities shall be installed on site prior to the first use of the building and shall thereafter be permanently retained for the users and visitors of the development.

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].

HOURS OF WORK

6. No construction works in connection with the development shall take place on the site at any time on any Sunday or Bank / Public Holiday, nor on any other day except between 08.00 to 18.00 hours on Monday to Friday and 08.00 to 13.00 hours on Saturdays with no work on Sundays and Bank holidays.

Unless in association with an emergency or the prior written approval of the local planning authority has been obtained. If impact piling is required, these operations shall only take place between the hours of 0900 - 1800 hours on weekdays.

REASON: In the interest of protecting surrounding residential amenity and in accordance with Policy PMD1 of the Adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development DPD [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 assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

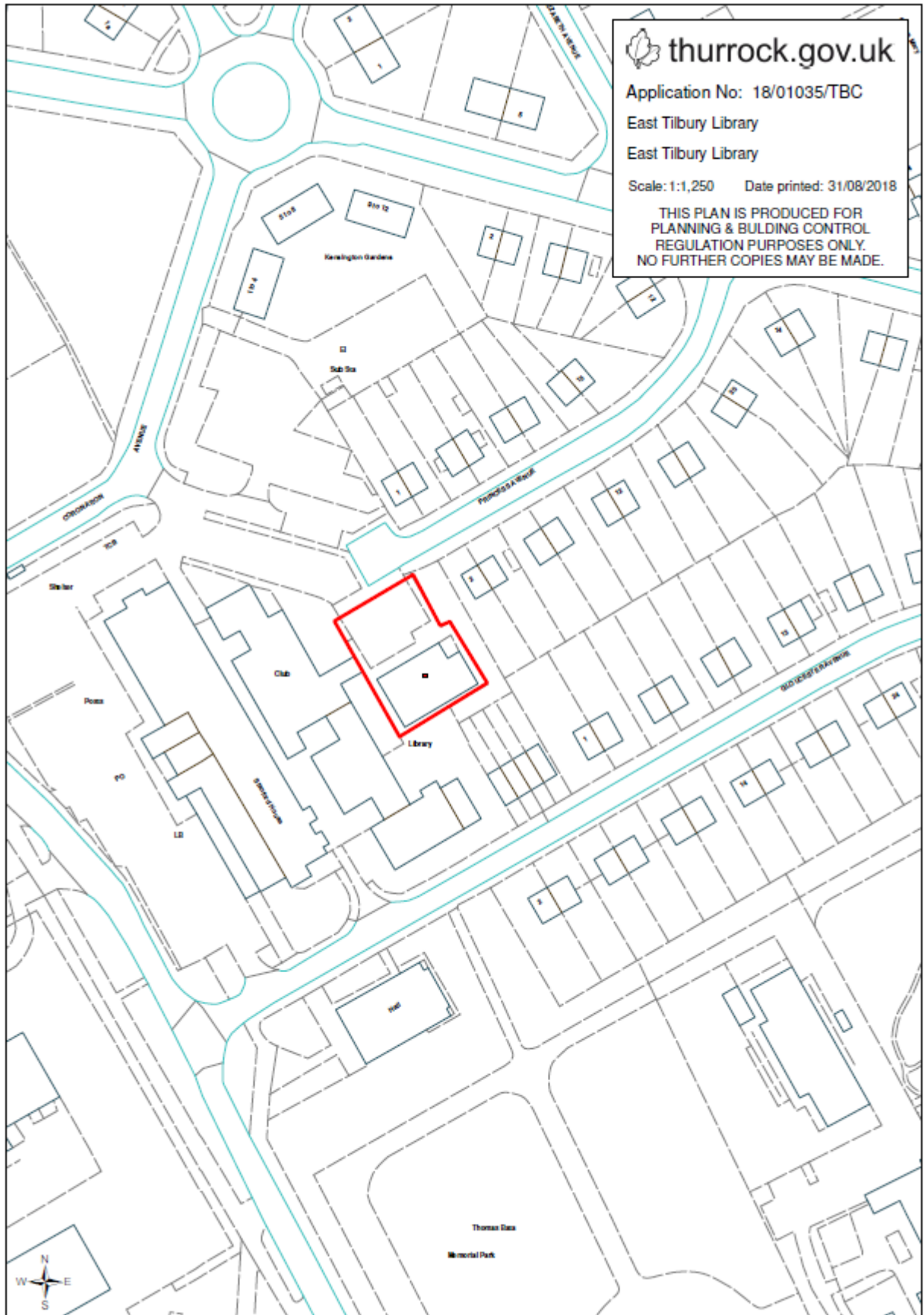
2 Flood Warning and Evacuation Plan

Given the location of the site within Flood Zone 3 it is recommended that a site specific Flood Warning and Evacuation Plan be prepared that can be sustained for the lifetime of the site. This should give consideration to adequate arrangements for safe evacuation of staff, visitors and users of the site in the event of a potential flood scenario.

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



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Reference: 18/01033/TBC	Site: East Tilbury Library Princess Avenue East Tilbury Essex RM18 8ST
Ward: East Tilbury	Proposal: Refurbishment of library including new entrance ramp, changes to fenestration, new external plant enclosure and accessible parking spaces (option 2)

Plan Number(s):		
Reference	Name	Received
2018/ETL/EXG/001	Existing Site Layout	20 July 2018
2018/ETL/01/002	Existing Floor Plans	20 July 2018
2018/ETL/EXG/003	Existing Elevations	20 July 2018
2018/ETL/02/201 Rev D	Proposed Floor Plans	20 July 2018
2018/ETL/02/202 Rev D	Proposed Elevations	20 July 2018
2018/ETL/02/204 Rev D	Proposed Block Plan	20 July 2018
2018/ETL/02/205	Entrance Ramp Plans	20 July 2018
N/A	Location Plan	20 July 2018

The application is also accompanied by: N/A	
Applicant: Thurrock Council	Validated: 24 July 2018 Date of expiry: 18 September 2018
Recommendation: Approve, subject to conditions.	

This application is scheduled for determination by the Council's Planning Committee because 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 for the refurbishment of library which would include a new entrance ramp, changes to fenestration, external plant enclosure and accessible parking spaces. This application is one of two on the Committee agenda for the library; it differs from 'Option 1' as it does not include the external draught lobby.

2.0 SITE DESCRIPTION

2.1 The application site is located to the rear of Stanford House in East Tilbury. Vehicular access to the site is via Princess Road which serves a car park to the front of the building. The site comprises the library building itself, the parking area and a small area of curtilage which is grassed.

2.2 Much of the surrounding area is in residential use, but there is a club which adjoins the site to the west.

2.3 Ground levels are approximately level across the site and the entire application site is located within the high risk flood zone (Zone 3). The site is within East Tilbury Conservation Area.

3.0 RELEVANT HISTORY

Application Reference	Description of Proposal	Decision
01/00447/TBC	Repositioning of entrance doors and infill of porch area	Approved
18/01035/TBC	Refurbishment of library including new entrance ramp, changes to fenestration, new external draught lobby, external plant enclosure and accessible parking spaces (option 1)	Pending consideration on this agenda

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

4.2 PUBLICITY:

This application has been advertised by way of individual neighbour notification letters, press advert and public site notice which has been displayed nearby. No comments have been received.

4.3 EMERGENCY PLANNING:

Further information required – indicate a Flood Risk Assessment and Flood Warning Plan is required.

4.4 ENVIRONMENT AGENCY:

No objection.

4.5 ENVIRONMENTAL HEALTH:

No objection, subject to condition.

4.6 HIGHWAYS:

No objection, subject to conditions.

4.7 HISTORIC BUILDINGS ADVISOR:

No objection.

5.0 POLICY CONTEXT

National Planning Guidance

National Planning Policy Framework

5.1 The NPPF was published on 27 March 2012 and amended on 24 July 2018. Paragraph 10 of the Framework sets out a presumption in favour of sustainable development. Paragraph 2 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 11 states that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development. The following headings and content of the NPPF are relevant to the consideration of the current proposals:

2. Achieving sustainable development
14. Meeting the challenge of climate change, flooding and coastal change
15. Conserving and enhancing the natural environment
16. Conserving and enhancing the historic environment

Planning Policy Guidance

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

- Design
- Determining a planning application
- Flood Risk and Coastal Change
- Use of Planning Conditions

Thurrock Local Development Framework (2015)

5.3 The Council adopted the “Core Strategy and Policies for the Management of Development Plan Document” (as amended) in 2015. The following Core Strategy policies apply to the proposals:

THEMATIC POLICIES

- CSTP10 (Community Facilities)
- CSTP22 (Thurrock Design)

POLICIES FOR MANAGEMENT OF DEVELOPMENT

- PMD1 (Minimising Pollution and Impacts on Amenity)²
- PMD2 (Design and Layout)²
- PMD4 (Historic Environment)²
- PMD8 (Parking Standards)

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

Thurrock Local Plan

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

Thurrock Design Strategy

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

6.0 ASSESSMENT

6.1 The assessment below covers the following areas:

- I. Principle of the Development
- II. Design and Appearance
- III. Flood Risk
- IV. Effect on the Conservation Area
- V. Impact on Neighbour Amenity
- VI. Highways and parking

I. PRINCIPLE OF DEVELOPMENT

6.2 Policy CSTP10 aims to ensure the delivery of community facilities within the Borough. The Council will support the provision of high quality, accessible community facilities to serve new and existing communities, regenerate communities and raise the profile of Thurrock as a destination for culture and the arts.

6.3 The application proposes to the refurbishment of the library building after a fire which rendered it unusable. The proposal is considered necessary to bring the community facility back into use.

6.4 The proposal complies with Policy CSTP10 and the proposal is acceptable in principle.

II. DESIGN AND APPEARANCE

6.5 The appearance of the building would broadly remain the same as before the fire damage. The brickwork would remain as existing but the timber windows would be replaced by aluminium, which would update the aesthetics of the building. There would be a relatively small extension to the building, a plant enclosure; this would add approximately 3.3 square metres to the footprint of the building.

6.6 The proposed ramp would be located at the main entrance of the building to the south east elevation and would include a hand rail. The ramp would be satisfactorily related to the existing building.

- 6.7 In conclusion under this heading, the proposal is considered to be of an appropriate form and design in relation to the original building and the immediate location, complying with Policies PMD2 and CSTP22 of the Core Strategy.

III. FLOOD RISK

- 6.8 The application site lies within flood zone 3. The Environment Agency (EA) considers that the vulnerability classification in regards to flood risk is unchanged by this development. Therefore, their flood risk standing advice should be used when determining this application. The EA does not require the submission of a Flood Risk Assessment.
- 6.9 The standing advice from the EA states that the application does not need to meet the sequential or exception test as it is an application for the same use. Whilst the comments of the Emergency Planner are noted, in light of the response from the EA and given the application is for a refurbishment it is not considered a flood warning evacuation plan is reasonably required. However, whilst it wouldn't be reasonable to require this in relation to this application it would be appropriate to add this as an informative in order to ensure that the library is suitably prepared for a flood event.

IV. EFFECT ON THE CONSERVATION AREA

- 6.10 The proposal is within East Tilbury Conservation Area. As the proposal would improve and enhance an existing building, the Council's Historic Building Advisor has raised no objection. Accordingly, the proposal satisfies Policy PMD4.

V. IMPACT ON NEIGHBOUR AMENITY

- 6.11 The proposed refurbishment of the library would not impact negatively on the area in general or be harmful to the occupiers of the neighbouring properties. The proposal accords with Policy PMD1 in this respect.

VII. HIGHWAYS AND PARKING

- 6.12 The Council's Highways Officer has confirmed that the proposed access and parking at the site are acceptable with conditions to secure a revised parking layout and cycle parking. Therefore the proposal accords with Policy PMD8 in this respect.

7.0 CONCLUSIONS AND REASON(S) FOR APPROVAL

- 7.1 The proposal is for refurbishment of an existing library building, which is a community facility which has been damaged by fire. The proposal is acceptable in terms of principle and matters of detail, therefore approval is recommended.

8.0 RECOMMENDATION

- 8.1 Approve, subject to the following conditions:

TIME LIMIT

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

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

PLANS

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

Plan Number(s):		
Reference	Name	Received
2018/ETL/EXG/001	Existing Site Layout	20 July 2018
2018/ETL/01/002	Existing Floor Plans	20 July 2018
2018/ETL/EXG/003	Existing Elevations	20 July 2018
2018/ETL/02/201 Rev D	Proposed Floor Plans	20 July 2018
2018/ETL/02/202 Rev D	Proposed Elevations	20 July 2018
2018/ETL/02/204 Rev D	Proposed Block Plan	20 July 2018
2018/ETL/02/205	Entrance Ramp Plans	20 July 2018
N/A	Location Plan	20 July 2018

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

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 satisfactorily integrated with its surroundings in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

REVISED PARKING PLAN

4. Notwithstanding the information on the approved plans, details of an amended parking scheme shall be submitted to and approved by the local planning authority in writing. Prior to the first use of the development hereby permitted, the parking areas shall be constructed, surfaced, laid out and made available for such purposes in accordance with the approved parking scheme and retained as such thereafter.

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

[2015].

CYCLE PARKING – DETAILS TO BE PROVIDED

5. Prior to the first operational use of the development hereby approved, details of the secure and weather protected cycle parking facilities shall be submitted to and agreed in writing with the local planning authority. The agreed facilities shall be installed on site prior to the first use of the building and shall thereafter be permanently retained for the users and visitors of the development.

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].

HOURS OF WORK

6. No construction works in connection with the development shall take place on the site at any time on any Sunday or Bank / Public Holiday, nor on any other day except between 08.00 to 18.00 hours on Monday to Friday and 08.00 to 13.00 hours on Saturdays with no work on Sundays and Bank holidays.

Unless in association with an emergency or the prior written approval of the local planning authority has been obtained. If impact piling is required, these operations shall only take place between the hours of 0900 - 1800 hours on weekdays.

REASON: In the interest of protecting surrounding residential amenity and in accordance with Policy PMD1 of the Adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development DPD [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 assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

2. Flood Warning and Evacuation Plan

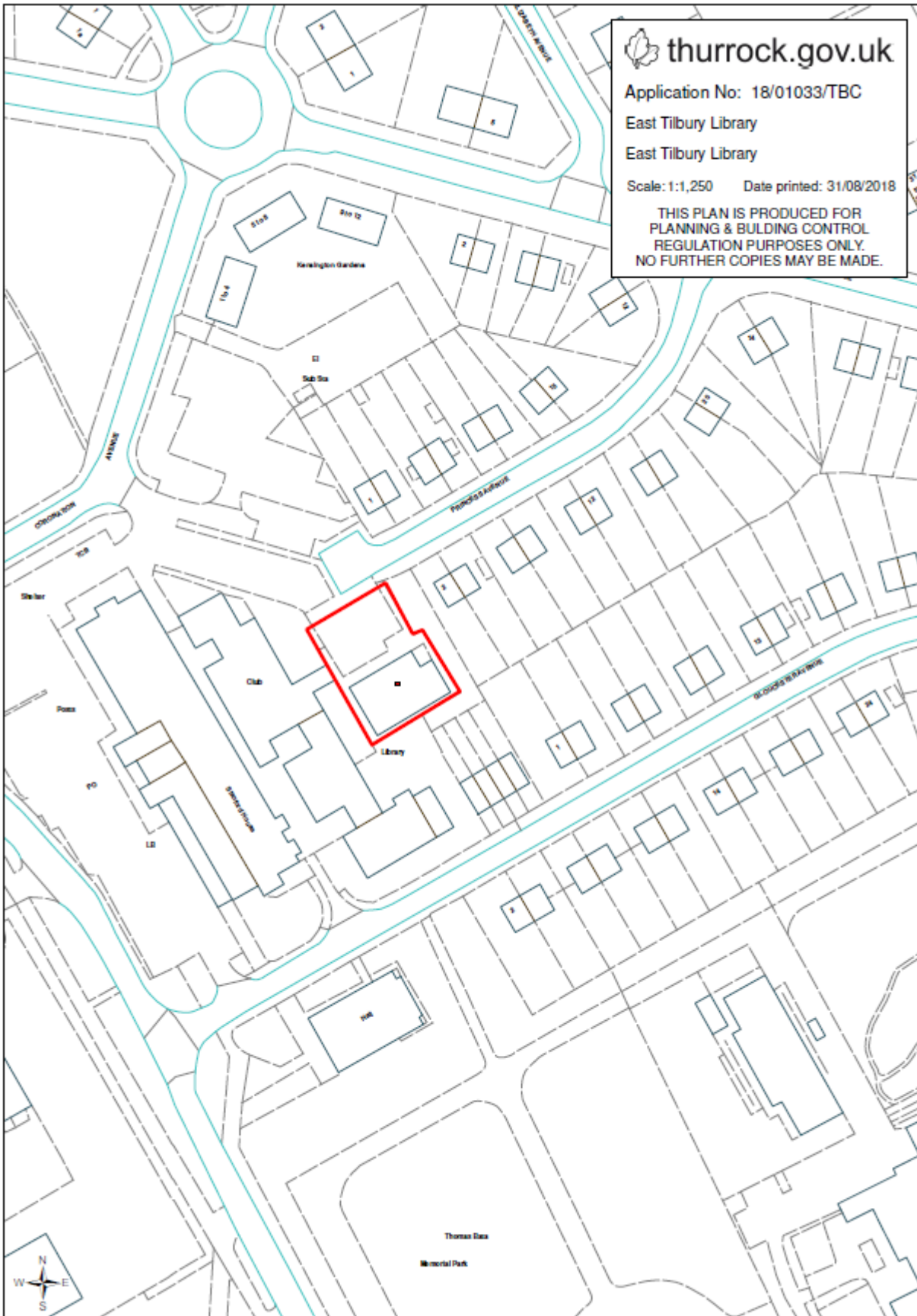
Given the location of the site within Flood Zone 3 it is recommended that a site specific Flood Warning and Evacuation Plan be prepared that can be sustained for

the lifetime of the site. This should give consideration to adequate arrangements for safe evacuation of staff, visitors and users of the site in the event of a potential flood scenario.

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



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Planning Committee 13.09.2018	Application Reference: 18/00979/FUL
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Reference: 18/00979/FUL	Site: For Your Eyes Only 16 Commonwealth House Montreal Road Tilbury Essex RM18 7QX
Ward: Tilbury Riverside And Thurrock Park	Proposal: Replacement of shopfront and shutters

Plan Number(s):		
Reference	Name	Received
16CH	Elevations	9th July 2018
(No Nos.)	Location Plan	9th July 2018

Applicant: Thurrock Council	Validated: 13 July 2018 Date of expiry: 17 September 2018 (extension of time agreed with applicant)
Recommendation: Approve, subject to conditions.	

The application is to be determined by the Planning Committee as the Council's Corporate Property Department is the applicant, in accordance with Chapter 5, Part 3 (b), paragraph 2.1 of the Council's Constitution.

1.0 DESCRIPTION OF PROPOSAL

1.1 The application seeks planning permission to replace the existing shop front and shutters with a new powder coated aluminium storefront, a toughened safety glazing panel, door and roller shutter.

2.0 SITE DESCRIPTION

2.1 The application site is within a streetscene of similar shops and retail establishments, on the west side of Montreal Road. The building has commercial premises on the ground floor and residential units on the first and second floors above.

3.0 RELEVANT HISTORY

Application Reference	Description of Proposal	Decision
17/00575/FUL	Change of use from A1 (retail) to A5 (hot food takeaway)	Refused

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

4.2 PUBLICITY:

This application has been advertised by way of individual neighbour notification letters and public site notice which has been displayed nearby. No comments have been received.

4.3 CORPORATE PROPERTY:

In support of this application.

5.0 POLICY CONTEXT

National Planning Guidance

National Planning Policy Framework (NPPF)

5.1 The NPPF (revised) was published in July 2018. Paragraph 11 of the Framework sets out a presumption in favour of sustainable development. Paragraph 212 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.

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

12. Achieving well-designed places

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

- Design
- Ensuring the vitality of town centres

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 2015. The following Core Strategy policies apply to the proposals:

Thematic Policies:

- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)²

Policies for the Management of Development:

- PMD1 (Minimising Pollution and Impacts on Amenity)²
- PMD2 (Design and Layout)²

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

Thurrock Local Plan

5.5 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. Consultation on an Issues and Options (Stage 2 Spatial Options and Sites) document will be undertaken in 2018.

Thurrock Design Strategy

5.6 In March 2017 the Council launched the Thurrock Design Strategy (DS). The DS sets out the main design principles to be use by applicants for all new development in Thurrock. The DS 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. Design and Layout
- III. Impact upon Neighbouring Amenity

I. PRINCIPLE OF THE DEVELOPMENT

6.2 The application site is within a streetscene of similar shops and retail establishments, therefore the development would be acceptable in principle.

II. DESIGN AND LAYOUT

6.3 The proposal would be in keeping with the character of the street scene and would provide much needed modernisation of the property. The proposal would therefore be in compliance with Policies CSTP22 and PMD2, as well as the NPPF.

III. IMPACT ON NEIGHBOURING AMENITY

6.4 The footprint of the property would not be changed as a result of the proposal, nor would any additional windows be introduced. There would therefore be no impact upon neighbouring amenity, in accordance with Policy PMD1.

7.0 CONCLUSIONS

7.1 The proposal would be compliant with Policies CSTP22, PMD1 and PMD2, as well as relevant chapters of the NPPF and would be acceptable.

8.0 RECOMMENDATION

8.1 Approve, subject to the following conditions:

TIME LIMIT

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

Reason: In order to comply with Section 51 of the Planning and Compulsory Act

2004.

PLANS

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

Plan Number(s):		
Reference	Name	Received
16CH	Elevations	9th July 2018
(No Nos.)	Location Plan	9th July 2018

Reason: For the avoidance of doubt and the interest of proper planning.

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

Informative(s)

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

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

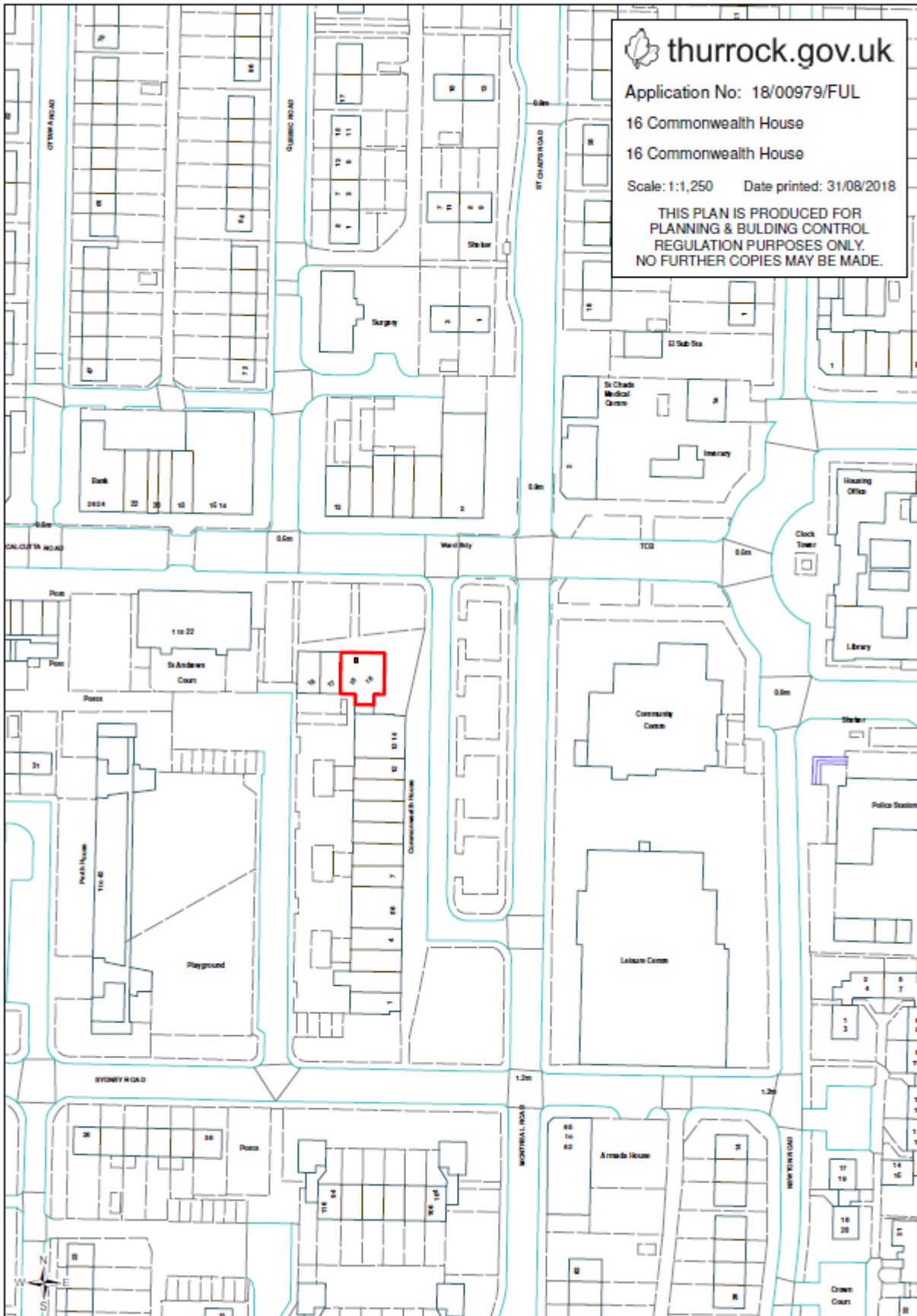
- 2 **Permission for Advertisements / Signage**

This permission does not extend to advertisements or signage. The addition of any such would require additional permissions.

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



 **thurrock.gov.uk**
Application No: 18/00979/FUL
16 Commonwealth House
16 Commonwealth House
Scale: 1:1,250 Date printed: 31/08/2018
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