

Reference: 23/00913/FUL	Site: Garage Site Lyndhurst Road Corringham Essex
Ward: Stanford East and Corringham	Proposal: Redevelopment of garage blocks to provide 6 two-storey houses with associated amenity space, landscaping, and parking.

Plan Number(s):		
Reference	Name	Received
22101-00-001	Location plan	21 st July 2023
22101-00-002	Existing site plan	21 st July 2023
22101-00-003 rev A	Proposed site plan	5 th October 2023
22101-10-001	GA plans level 0	21 st July 2023
22101-10-002	GA plans level 1	21 st July 2023
22101-10-003	GA plans level 2	21 st July 2023
22101-20-001	GA elevations sheet 1	21 st July 2023
22101-20-002	GA elevations sheet 2	21 st July 2023
22101-20-101	GA sections sheet 1	21 st July 2023
22101-30-001	Unit type 1 – 3B5P house	21 st July 2023
22101-30-002	Unit type 2 – 2B4P house	21 st July 2023
22101-51-001	Indicative façade detail sheet 1	21 st July 2023
22101-51-002	Indicative façade detail sheet 2	21 st July 2023
22101-92-001	Accommodation schedule	21 st July 2023

The application is also accompanied by:

- Application form
- Drawing issue register
- Design and Access statement
- Daylight and sunlight report
- Air quality assessment
- Arboricultural method statement
- Archaeological desk-based assessment
- Fire compliance technical note
- Noise assessment
- Drainage strategy
- Ecology report
- Energy statement
- Utilities statement

Applicant:
Thurrock Council

Validated: 21 July 2023

	Date of expiry: 31 October 2023 (Extension of Time as Agreed)
Recommendation: Approval, subject to conditions	

This application is scheduled for determination by the Council's Planning Committee because it is a Council application for development of Council-owned land, and the proposed dwellings would be part of the Council's stock of affordable rental units.

1.0 DESCRIPTION OF PROPOSAL

- 1.1 This application seeks planning permission for demolition of 67 existing block garages, clearance of the site, and erection of a development of 6 two-storey houses with associated parking, landscaping, and amenity space at the Lyndhurst Road garage site, Corringham. All units would be affordable rent as part of the Council's housing stock.
- 1.2 It is proposed to demolish the existing single storey garage blocks and erect a terrace of 4 three-bed houses fronting on to Lyndhurst Road with 2 semi-detached two-bed houses, vehicle parking, and an area of open space set to the rear.
- 1.3 The proposed houses would be of a simple contemporary design with brick elevations (including glazed brick detail within porch areas), pitched standing seam metal roofs with solar PV panels, vertically proportioned aluminium windows, and a projecting brick and stone firebreak detail between each unit.
- 1.4 The proposed three-bed units would measure 6m wide x 10m deep x a maximum of 8.7m tall to the top of the firebreak detail (8.5m to ridge, 5.5m to eaves). At ground floor they would have a lounge, kitchen/diner, shower room, and utility room/storage, with two double beds, a single bed, and a bathroom at first floor. The proposed two-bed units would measure 6m wide x 8.7m deep x a maximum of 8.7m tall to the top of the firebreak detail (8.5m to ridge, 5.5m to eaves). At ground floor they would have open plan kitchen/diner/lounge, shower, and storage, with two double beds and a bathroom at first floor.
- 1.5 Each unit would have a private rear garden of minimum 12m depth enclosed by a brick wall, and a small front patio area enclosed by metal railings and a low brick wall. Rear access to existing neighbouring gardens is retained other than for 2 Mackley Drive (which has access from the front.)
- 1.6 A total of 12 parking spaces would be provided; 5 parallel bays along the southern border and 7 bays within the rear area to the front of the semi-detached units.

Vehicle access would be taken from the existing access points in the SW and SE corners of the site, and the interior of the site would comprise a shared surface.

- 1.7 An area of open space would be formed within the centre of the site, to the rear of the existing and proposed units fronting onto Lyndhurst Road. Existing trees that are in good condition (see para. 2.1) would be retained and new tree planting introduced on the southern and eastern site boundaries. Pedestrian access to the rear of existing properties would be retained via new pathways through the site.

- 1.8 The Design & Access Statement (D&A) comments (in extract):

A rational plan composed of well-resolved repeated dwelling types underpins the efficiency of the scheme - maximising the use of space, simplifying structural, servicing and detailing solutions.

The brick facade is broken up with well-proportioned repeated window types. Deep window reveals, together with expressed precast cill, entrance canopies and party walls are intended to give an order to the facade, informed by practical construction considerations.

A limited number of carefully selected materials are used in well considered details to ensure that the building ages well and requires minimal maintenance.

Two complementary brick tones are proposed, picking up on the cream bricks of key buildings in the adjacent area. The light buff brick is suggested as the main brickwork. An accent glazed brickwork is used on entrances for its aesthetic properties and general high resistance and durability with low maintenance required.

The two mature Oak specimens located on site have a high amenity value and will be retained. The second northwest-most oak tree will require crown pruning works. The field maple specimens in the middle of the site will also be retained. All these trees are important in creating a green vista when viewed from Lyndhurst Road. Two 'Category C' specimens will be retained close to the northern boundary to provide visual amenity in the new back garden of the two-bedroom houses.

Eight trees in total will be removed. Five trees are 'Category U' which would need to be removed in any instance and three are low-quality 'Category C' with limited life expectancy.

- 1.9 The table below summarises some of the main points of detail contained within the

development proposal:

Site Area	2074sqm / 0.2ha
Number of Dwellings	6 (4 x 3-bed and 2 x 2-bed)
Ridge Height	8.5m
Parking Spaces	12
Density	30dph

2.0 SITE DESCRIPTION

- 2.1 The application site comprises a parking court with blocks of single-storey garages. The site is divided into two, with a larger area to the south occupied by more modern garages and a smaller area to the north occupied by older units, the majority of which have now been demolished. Land levels rise slightly (approx. 1m) up to the northern section with a row of mature trees (2 category A (high quality), 3 category B, and the remainder categories C or U) and wire fence along the dividing boundary.
- 2.2 The site is surrounded by existing residential dwellings fronting onto Lyndhurst Road, Southend Road, and Mackley Drive. The wider area is residential in character, with mixed styles, designs, and scales of housing neighbouring the site, including two storey houses, chalet bungalows, and three-storey flats. The layout of roads and dwellings within the wider area is irregular, with units positioned at varying angles to the roads.
- 2.3 The site is within the Essex coast RAMS zone of influence but otherwise free from designations.

3.0 RELEVANT PLANNING HISTORY

Application Ref.	Description of Proposal	Decision
22/30164/PMIN	Development of a council owned site of 67 garages in Stanford-le-Hope into 8 new build homes. Proposed mix of homes for development - 6 x 2 bedroom Units & 2 x 4 bedroom units with associated amenity space, cycle parking, refuse and service space. Car parking spaces to be provided for new units. Retention of existing trees on site.	Advice given
94/00483/FUL	Garage extension	Approved
70/00537/FUL	Residential Development of 20.4 acres at Corringham, Springhouse Road.	Approved

60/00794/OUT	Open space and residential development on 34.64 acres fronting Southend Road, Corringham.	Approved
49/00250/FUL	Residential Development	Approved

The following Planning Enforcement history is also relevant:

Enforcement Reference	Complaint	Outcome
22/00394/AUNWKS	Demolition of garages without planning permission.	No further action – demolished due to poor condition, health and safety, and ASB concerns.

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.

Six (6) letters of objection have been received from 5 addresses, raising the following summarised points:

- Noise and disturbance.
- Highway safety and amenity.
- Local parking pressures.
- Security of existing rear gardens.
- Loss of privacy and overlooking.
- Impact on property values.
- Impact on local services.
- Loss of existing trees.
- Loss of existing garages.
- Loss of existing rear access to gardens (officer comment: access is shown for neighbouring gardens, as set out at paragraph 1.5 above).
- Neighbour comments not available for public view (officer comment: this was corrected as soon as officers were notified of the matter).

Also noted are comments in regards the section 114 notice under which the Council is currently operating, but that is not a material planning consideration.

4.1 ANGLIAN WATER:

The development falls below their consultation response threshold, but they advise that the developer should check for any water infrastructure beneath the site before commencing development.

4.2 ESSEX COUNTY COUNCIL SPECIALIST ARCHAEOLOGICAL ADVICE:

No objections.

4.3 ESSEX POLICE:

Confirm they have discussed the scheme with the architects with a view to achieving Secured By Design accreditation. They recommend that appropriate lighting and fencing is provided to ensure site security and highlight the need to ensure EV charging points are secure.

4.4 HIGHWAYS:

Comment that the site lies within a medium accessibility area, close to Corringham town centre. They raise concern that the proposed parking layout could displace existing residents as the occupants of the new frontage units may seek to park in front of their properties but note that parking provision within the development meets current requirements. Highways officers also suggest that waiting restrictions should be installed within the site to keep the turning areas clear of obstruction and recommend a number of standard conditions as set out below.

4.5 HOUSING:

The application falls below the threshold for affordable housing provision.

4.6 LANDSCAPE AND ECOLOGY ADVISOR:

Raises no objections, and comments on the following:

An ecological assessment has been undertaken which confirms that the site has low ecological value and the buildings and trees are unsuitable for roosting bats.

Two of the oaks have been assessed as Category A – High Value specimens and the other oaks were Category B – Moderate Value. The

arboricultural assessment confirms that these good quality trees can be retained although some minor crown lifting works will be required. Ground protection measures will also be required. An Arboricultural Method Statement been provided with the Impact Assessment. It provides enough detail to ensure that no adverse effects would occur to the retained trees.

The trees on the northeast boundary are not of high amenity value. These will require removal as part of the scheme. New replacement planting can be provided as part of the proposed landscaping.

An indicative landscape scheme has been provided within the DAS. The principles are broadly appropriate for the site. If the scheme is permitted, I would require a landscape condition to control the details of the final scheme.

They have also carried out a Habitat Regulations Assessment which concludes that there would be no adverse impact upon protected sites subject to payment of the RAMS mitigation strategy contribution of £156.76 per dwelling.

4.7 PUBLIC FOOTPATHS:

New road signage will be required to serve the development.

5.0 POLICY CONTEXT

National Planning Policy Framework (NPPF)

5.1 The updated NPPF was published in September 2023. Paragraph 11 of the Framework sets out a presumption in favour of sustainable development. This paragraph goes on to state that for decision taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date¹, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed²; or
 - ii any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

- ¹ This includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites ...
- ² The policies referred to are those in this Framework relating to: habitats sites and/or SSSIs, land designated as Green Belt, Local Green Space, AONBs, National Parks, Heritage Coast, irreplaceable habitats, designated heritage assets and areas at risk of flooding or coastal change.

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

2. Achieving sustainable development
5. Delivering a sufficient supply of homes
8. Promoting healthy and safe communities
9. Promoting sustainable transport
11. Making effective use of land
12. Achieving well-designed places
15. Conserving and enhancing the natural environment

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2. Achieving sustainable development
5. Delivering a sufficient supply of homes
- Promoting healthy and safe communities
9. Promoting sustainable transport
11. Making effective use of land
12. Achieving well-designed places
14. Meeting the challenge of climate change, flooding and coastal change
15. Conserving and enhancing the natural environment

5.3 NPPF para. 130 sets out that "*planning policies and decisions should ensure that developments:*

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

Planning Policy Guidance

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

- Consultation and pre-decision matters
- Design: process and tools
- Determining a planning application
- Effective use of land
- Fees for planning applications
- Housing needs of different groups
- Housing: optional technical standards
- Making an application
- Planning obligations
- Use of Planning Conditions

Local Planning Policy Thurrock Local Development Framework (2015)

- 5.5 The statutory development plan for Thurrock is the 'Core Strategy and Policies for Management of Development (as amended)' which was adopted in 2015. The Policies Map accompanying the Core Strategy allocates this site as a land without notation where broadly the same or similar uses would remain. As the site and the immediately surrounding area is residential it would be acceptable for the site to be used residential purposes. The following adopted Core Strategy policies would apply to any future planning application:

OVERARCHING SUSTAINABLE DEVELOPMENT POLICY

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

SPATIAL POLICIES

- CSSP1 (Sustainable Housing and Locations)

THEMATIC POLICIES

- CSTP1: Strategic Housing Provision
- CSTP19: Biodiversity
- CSTP20: Open space
- CSTP22: Thurrock Design
- CSTP23: Thurrock Character and Distinctiveness

POLICIES FOR THE MANAGEMENT OF DEVELOPMENT

- PMD1: Minimising Pollution and Impacts on Amenity
- PMD2: Design and Layout
- PMD5: Open spaces, outdoor sports and recreational facilities
- PMD7: Biodiversity, geological conservation and development
- PMD8: Parking Standards
- PMD12: Sustainable Buildings
- PMD13: Decentralised, Renewable and Low Carbon Energy Generation
- PMD14: Carbon Neutral Development

- 5.6 Policy CSTP1 sets the Council's housing delivery targets (although it is acknowledged the Council currently has a housing land supply shortfall of approximately 3.5 years, which is discussed further in the principle section below) and directs new residential development to previously developed land within the urban area, outlying settlements, and other existing built-up areas in an effort to protect the Green Belt.
- 5.7 CSTP22 requires all development to be of a high quality of design and to improve

the quality of the environment within the borough. Paragraph iii) in particular *“requires developers to demonstrate that their proposals are designed to respect the distinct positive characteristics of areas within Thurrock, whether urban or rural, and create a sense of place within their schemes.”* Para. viii) then states that *“the Council will require that developments address the particular sensitivities and capacity of the places within which they occur, including how adverse impacts are mitigated.”*

- 5.8 In the introduction to policy CSTP23, (2015) paragraph 5.139 sets out that *“the character of a place or area is derived from the recognisable and consistent patterns of natural, historic and built elements within it, which make it different or distinct from another place or area. Thurrock recognises that protecting and promoting the best elements of the Borough’s character and strengthening its sense of place provides benefits for community cohesion, the quality of life, and economic growth.”* The policy wording then sets out that the Council *“will protect, manage and enhance the character of Thurrock to ensure improved quality and strengthened sense of place.”*
- 5.9 Policy PMD2 states that *“the Council requires all design proposals to respond to the sensitivity of the site and its surroundings, to optimize the potential of the site to accommodate development, to fully investigate the magnitude of change that would result from the proposals, and mitigate against negative impacts.”*

Thurrock Local Plan

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

Thurrock Design Strategy

- 5.11 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 development
- II. Design, layout, and visual amenity
- III. Residential amenity
- IV. Highways and parking
- V. Landscape and biodiversity
- VI. Other matters

I. Principle of development

6.2 The application site comprises previously developed land within a sustainable urban area, where local and national planning policies aim to direct new residential development in preference to the release of greenfield sites elsewhere. The proposal would also make a small but meaningful contribution to the Council's five-year housing land supply and to the Council's stock of affordable rental accommodation, both of which contribute towards sustainable development objectives.

6.3 The principle of development is therefore acceptable, subject to the amenity considerations set out in the following paragraphs.

II. Design, layout, and visual amenity

6.4 The existing garages are not considered to be of any design or architectural merit, and they contribute little to the character and appearance of the area. It is noted that a number of garages were demolished last year due to being in poor condition and potentially unsafe. It is also noted that there were concerns about anti-social behaviour on the site.

6.5 Officers consider that the proposed development represents a good layout that achieves optimum use of the site while being able to meet all required standards in terms of private amenity space, parking provision, and separation distances, and with a generous area of landscaped open space within the centre of the site.

6.6 The houses fronting on to Lyndhurst Road would continue the existing building line along the road and present an attractive frontage within the street scene. They would be of a similar scale to existing neighbouring houses, with simple contemporary elevations and appropriate materials, and would therefore sit comfortably within the context of the street scene and contribute positively to the character and appearance of the area. The units within the rear space would be of a similarly acceptable and attractive design, but would be set within a different,

backland context. They would be set away from existing surrounding properties such that would not be visually dominant in views from rear windows and would not have an unacceptable visual impact.

- 6.7 It is acknowledged that the frontage houses would screen public views through the site to the trees in the centre, but the loss of such views is not considered to be unacceptably harmful when balanced against the need to provide housing within sustainable locations, and the visual benefit of redeveloping an otherwise unattractive site. It is also noted that the trees are in generally poor condition and that an area of usable public open space with replacement planting would be created, which is a further positive element of the proposals.
- 6.8 Local objections are noted in regards security and potential access to existing rear gardens arising from the development. However, such access is currently available from within the garage courts and the proposed dwellings would provide a degree of passive overlooking and security that would serve to discourage such anti-social behaviour more-so than an empty parking area. Objections in regard loss of service access to rear gardens (for bins, bicycle, etc.) is also noted, but the drawings show that access would be retained for all existing properties.
- 6.9 Overall it is considered that the proposals would contribute positively to the character and appearance of the area, and that a refusal on the grounds of layout or visual amenity could not be justified or sustained.

III. Residential amenity

- 6.10 The proposed dwellings would provide an acceptable standard of amenity for future occupants; internal floorspaces would be in excess of the minimum national standards and gardens would be of an appropriate size, enclosed, and not unacceptably overlooked.
- 6.11 Due to the siting and orientation of the proposed units and the separation distances from existing neighbouring dwellings, the proposed units would be unlikely to give rise to any unacceptable issues of overlooking, loss of privacy, overshadowing, overbearing aspect, or other loss of amenity for existing neighbouring residents. It would be reasonable, however, to remove permitted development rights for the insertion of additional windows on the two semi-detached units to minimise potential for additional overlooking in future; a condition in this respect is set out below.
- 6.12 Officers consider that there are no grounds for refusal in regards residential amenity.

IV. Highways and parking

- 6.13 The Council's Highways team requested a minor amendment to the plan to ensure appropriate HGV tracking and turning can be provided within the site interior; a revised drawing has been received in this regard, removing the pedestrian footpath around the outside edge of the open space to provide a larger road surface. Pedestrian access through the site is maintained by a footpath around the other side of the open space.
- 6.14 As set out above: the Highways team do not object to the amended proposals but note potential for the frontage parking to displace existing residents if/when future occupants park to the front of their properties. However this is not a material planning consideration and could not be used to justify refusal; what members need to be aware of is that the scheme provides sufficient parking spaces (including electric vehicle bays) in accordance with the adopted Thurrock Parking Standards 2022.
- 6.15 The Highways team have suggested standard conditions to be attached to any grant of planning permission, and these are set out below. Subject to these conditions there is no objection to the development on the grounds of highway safety and amenity.

V. Landscape and biodiversity

- 6.16 The Council's Landscape and Ecology advisor raises no objection to the proposals, commenting (as above) that the site has low ecological value and that many of the existing trees are in poor condition. In that regard there is no objection in principle to redevelopment of the site on ecological grounds.
- 6.17 Several of the existing, better quality, trees are to be retained and additional appropriate, native planting throughout the site can be secured through the soft landscaping conditions below. This will enhance the biodiversity potential of the site in accordance with current government guidance and would also help to soften the visual impact of the scheme once established.
- 6.18 The site lies within the Essex Coast RAMS zone of influence and the proposals constitute 'relevant development' with potential to affect the Thames Estuary and marshes Special Protection Area. All new residential development within the RAMS zone is required to make a financial contribution of £156.76 per unit towards management and mitigation of potential disturbance to wildlife arising from recreational use of protected areas (dog walking on the coast, for example). Such a contribution must be received prior to consent being granted; the applicant has agreed to pay the mitigation (totalling £940.56). A Habitat Regulations Assessment

has been carried out, confirming that there would be no adverse impacts on designated areas (SSSI, SPA, Ramsar) subject to receipt of this mitigation contribution prior to the determination of this application and the issuing of the decision notice.

- 6.19 Conditions are set out below in respect of soft landscaping and tree protection measures (to be put in place prior to construction); subject to these requirements the proposals are considered acceptable and no objections are raised in regards ecology and biodiversity.

VI. Other matters

- 6.20 The dwellings are put forward as affordable housing to be used as affordable rental units operated / managed by the Council. Because the scheme is for 6 units there is no requirement, or indeed potential to secure the units as affordable in perpetuity through a s.106 legal agreement or similar approach, as such mechanisms can only be employed on developments of 11 or more units. Members may take some comfort from the fact that the dwellings would be Council-owned, however, and their future occupation and sale/retention can be reviewed by the appropriate teams and Cabinet Members, if necessary.

7.0 CONCLUSIONS

- 7.1 The proposed development would see the replacement of existing under-used and poor-quality garages with affordable housing maintained and managed by the Council and would thereby contribute to sustainable development objectives. The proposed development is considered to be acceptable in terms of scale, design, layout, and impact upon local amenity, ecology, and highway safety. Local objections are noted but do not amount to justifiable reasons for refusal in this instance.
- 7.2 Taking the above into account it is recommended that Members resolve to approve the application subject to receipt of a financial contribution of £940.56 towards management and mitigation of the Essex Coast RAMS.

8.0 RECOMMENDATION

- 8.1 Approve, subject to the following conditions:

Standard Time

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which the permission is granted.

Reason: In pursuance of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

Approved drawings

2. No development shall take place other than in accordance with the following plans, drawings, and documents:

Plan Number(s):		
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22101-00-001	Location plan	21 st July 2023
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	Arboricultural Method Statement	21 st July 2023

Reason: For the avoidance of doubt.

Construction management plan

3. No development shall take place, including any works of demolition, until a Construction Method Plan has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
 - i. details of construction access.
 - ii. the parking of vehicles of site operatives and visitors.
 - iii. loading and unloading of plant and materials.
 - iv. storage of plant and materials used in constructing the development.

- v. Details of temporary hardstanding
- vi. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate.
- vii. wheel washing facilities and sheeting of vehicles transporting aggregates.
- viii. measures to control the emission of dust and dirt during construction.
- ix. a scheme for recycling/disposing of waste resulting from demolition and construction works.

Reason: In the interests of the amenities of the area and highway safety and convenience.

Tree protection

4. i) No development shall take place until the tree protection measures outlined in the submitted Arboricultural Statement have been implemented on site. Such measures shall be retained for the duration of construction activity.
- ii) No retained tree or shrub shall be cut down, uprooted or destroyed, nor shall any retained tree be pruned in any manner, be it branches, stems or roots, other than in accordance with the approved plans and particulars, without the prior written approval of the Local Planning Authority. All tree works shall be carried out in accordance with BS3998 Recommendations for Tree Work.
- iii) If any retained tree or shrub is cut down, uprooted, destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

Reason: In the interest of protecting trees to be retained.

Hours of work

5. No construction work in connection with the development shall take place on any Sunday or Bank Holiday, nor on any other day except between the following times:

Monday to Friday 0800 – 1800 hours

Saturdays 0800 – 1300 hours

unless in association with an emergency or with the prior written approval of the Local Planning Authority.

Reason: In the interests of residential amenity.

External materials

6. No development beyond the construction of foundations shall take place until details of the external finishing materials to be used on the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: In the interest of visual amenity.

Contamination

7. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted and obtained written approval from the Local Planning Authority, details of how this unsuspected contamination shall be dealt with. Following completion of measures identified in the approved remediation scheme a verification report shall be prepared and submitted to the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land, together with those to controlled waters, property and ecological systems, are minimised and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors.

Landscaping

8.
 - i) No development beyond the construction of foundations shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include existing trees, shrubs and other features, planting schedules of plants, noting species (which shall be native species and of a type that will encourage wildlife and biodiversity), plant sizes and numbers where appropriate, means of enclosure, hard surfacing materials, and an implementation programme.
 - ii) All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed in writing with the Local Planning Authority.
 - iii) Upon completion of the approved landscaping scheme, any trees or shrubs that are removed, dying, being severely damaged or becoming seriously diseased

within five years of planting shall be replaced with trees or shrubs of such size and species as may be agreed in writing with the Local Planning Authority, and within whatever planting season is agreed.

Reason: In the interests of the visual amenity of the area and encouraging wildlife and biodiversity.

Highway access details

9. No development beyond the construction of foundations shall take place until details showing the layout, dimensions, and construction specification of the proposed access to the highway have been submitted to and approved in writing by the Local Planning Authority. On approval the details shall be implemented as agreed.

Reason: In the interest of highway safety and amenity.

Parking provision and retention

10. No development beyond the construction of foundations shall take place until details of the means of surfacing, laying out, and drainage of the parking areas shown on drawing 003 rev. A have been submitted to and approved in writing by the Local Planning Authority. The parking areas shall thereafter be kept available for the parking of vehicles and no permanent development, whether permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking or re-enacting that Order) or not, shall be carried out on the land or in such a position as to preclude vehicular access thereto.

Reason: In the interests of highway safety and convenience.

Waiting restrictions

11. No development beyond the construction of foundations shall take place until details of a scheme of waiting restrictions to be installed within the site have been submitted to and approved in writing by the Local Planning Authority. On approval the scheme shall be implemented as agreed (subject to all necessary consents being obtained from relevant landowners and the highway authority).

Reason: In the interest of highway safety and convenience.

No additional windows or openings

12. No additional windows, doors, voids or other openings shall be inserted, placed or formed at any time in the south-western and north-eastern flank walls of the two semi-detached dwellings hereby permitted.

Reason: To prevent the overlooking of adjoining properties and to safeguard the privacy of their occupiers.

No gates, walls, or fences

13. Notwithstanding the provisions of Class A, Part 2, Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) no gates, fences, walls or other means of enclosure (other than those shown on the approved plans and drawings at condition 2 above) shall be erected or provided in advance of any wall or any dwelling fronting on a highway.

Reason: In the interests of visual amenity.

INFORMATIVE:

Positive and Proactive Statement

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

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern with the proposal and discussing those with the Applicant/Agent. Unfortunately, it has not been possible to resolve those matters within the timescale allocated for the determination of this planning application. However, the Local Planning Authority has clearly set out, within its report, the steps necessary to remedy 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:

www.thurrock.gov.uk/planning

