

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 **14 February 2019**

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

Membership:

Councillors Tom Kelly (Chair), Steve Liddiard (Vice-Chair), Colin Churchman, Graham Hamilton, Angela Lawrence, David Potter, Gerard Rice, Sue Sammons 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

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1 Apologies for Absence	
2 Minutes	5 - 14
To approve as a correct record the minutes of the Planning Committee meeting held on 10 January 2019.	
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 - 22

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 18/00540/FUL - Town Centre Car Park, King Street, Stanford le Hope (Deferred) 23 - 58

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Queries regarding this Agenda or notification of apologies:

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

Agenda published on: **6 February 2019**

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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 10 January 2019 at 7.00 pm

Present: Councillors Tom Kelly (Chair), Steve Liddiard (Vice-Chair), Graham Hamilton, Angela Lawrence, David Potter, Gerard Rice and Sue Sammons

Steve Taylor, Campaign to Protect Rural England Representative

Apologies: Councillors Colin Churchman

In attendance: Andrew Millard, Assistant Director - Planning, Transport and Public Protection
Leigh Nicholson, Strategic Lead - Development Services
Steven Lines, Senior Highway Engineer
Daren Spring, Street Services Manager, Environment
Jonathan Keen, Principal Planner
Sarah Williams, School Capital and Planning Project Manager
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.

72. Minutes

The minutes of the Planning Committee held on 22 November 2018 were approved as a correct record.

The Chair informed the Committee that items 9, 10 and 11 on the agenda had been withdrawn and were no longer being heard at Committee this evening.

73. Item of Urgent Business

There were no items of urgent business.

74. Declaration of Interests

There were no declarations of interest.

Councillor Rice asked alongside other Planning Committee Members for an update from Officers regarding the application no. 18/00944/FUL – Former Harrow Inn, Harrow Lane as it had been over two months since it was referred to the Secretary of State and there had been no information shared. Officers

confirmed that as soon as there was a decision made all Members of the Committee would be made aware. The Assistant Director of Planning, Transport and Public Protection advised the Committee that this would be followed up after the meeting.

75. 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

The Chair declared on behalf of himself and Councillor Rice that they received correspondence in regards to application no. 18/01709/FUL – Thurrock Rugby Club, Long Lane, and the applicant explained the pitches would be protected throughout the process.

The Vice-Chair, Councillor Liddiard also declared he had received an email from another member of the Rugby Football Club in regards to application no. 18/01709/FUL – Thurrock Rugby Club, Long Lane, highlighting the same information.

76. Planning Appeals

The report provided information regarding the planning appeal performance.

RESOLVED:

That the Committee noted the report.

77. 18/01709/FUL - Thurrock Rugby Club, Long Lane, Stifford Clays, Grays Essex RM16 2QH

The Principal Planner presented the report to the Committee. The application proposed the construction of a two storey building to be used as a new secondary school, with an intake of 120 students for September 2019 and 120 in addition for September 2020. The proposal also included an increased parking area and refurbishment of the existing Thurrock Rugby club facilities to be used in conjunction with the school. At the end of the 2 years the school, would have a permanent site, at which time the building would become a centre of sporting excellence for the Academy Schools, the rugby club and local people.

The Principal Planner advised that application site lies in the Green Belt and the proposal was not one of the forms of development considered deemed as acceptable in the NPPF or the Core Strategy. Accordingly the proposal represented inappropriate development, which is therefore objectionable in principle. However the applicant had put forward a number of matters which they consider to be the very special circumstances

On balance, it was considered that the matters put forward would clearly outweigh the harm to the Green Belt. It was considered therefore that the proposal would be acceptable in terms of the impact on the Green Belt.

The new school building would be a modern flat roof extension and the finishing materials and appearance of the building would be of a high quality and similar design the recently refinished William Edwards School. The rugby club would also be updated externally to match the new building.

In relation to parking the proposal was to uplift parking to 178 spaces along with 96 cycle spaces and 7 motor cycle spaces. The Highways Officer was satisfied with the level of provision and a travel plan was to be conditioned to be supplied as part of the approval.

The proposal had been considered by Sport England, who had raised no objections, but had recommended conditions relating to community use of the premises and details of the legacy use.

The Chair expressed the desperate need for schools within Thurrock, he asked Officers how the Council had allowed it to get to this, and wanted provisions in place to prevent this from happening in the future.

The Assistant Director of Planning, Transport and Public Protection informed the Committee that Officers were working closely with the Education Department to look at the immediate needs before the new Local Plan was adopted and in the long term with the significant need for growth in the borough. The Local Plan would need to ensure that infrastructure was provided commensurate with the level of the population growth. It would need to be explored in the Local Plan however until it had been adopted there would need to be suitable provisions in place.

Councillor Rice stressed how close the Lower Thames Crossing would be to the proposed building and raised concerns with children attending school in a polluted area. The Officers advised that the application was only temporary for the school intake for 2019 and 2020 and it would not be a permanent site for the school.

Councillor Rice understood the pressure for school places, however considered that as a Planning Committee they needed to be mindful of where the buildings were being built. If it was going to be a permanent school then it would need to be explored on another site as the Lower Thames Crossing would be within close proximity.

Councillor Hamilton asked whether the flat roof would ensure the rain would drain off. He also shared his concerns with the road access, the temporary school being in place only until 2020, the 30 minimum requirements (which were part of the Rugby Club requirements) which were not shared within the report and the Rugby Club was also facilitating community payback services which would be on the same site as the school. Councillor Hamilton highlighted that he received an objection from a resident in regards to the road access.

The Officers addressed the concerns raised by Councillor Hamilton and advised the roofing was a standard modern design, the access road would be wide enough for ongoing vehicles to pass and there were no objections from Highways. The site would be for temporary teaching classroom use, although the building would still be in use by the school and the Rugby Club. The Officers explained that the 30 minimum requirements were between the school and the applicant and are not relevant to the planning application.

Mr Taylor, Campaign to Protect Rural England Representative, wanted clarification on who owned the site where the proposed building was to be built as it seemed similar to another application (Aveley Football Club). The Officers confirmed it was owned by the Rugby Club.

Councillor Rice brought the Committees attention to the Lower Thames Crossing which would be built within close proximity to the school. He pointed out that when the Lower Thames Crossing was built they would be demolishing Gammon Fields Travellers site and the reconstruction period would begin in 2021. He felt unsure as to whether this was the best place to put a temporary school and expressed that he would be tempted to vote against the application as he would not want to put children at risk.

Councillor Hamilton asked whether there would be any access to the arena which was on the south of the site. The Officers said there had not been a proposed link to the arena, however this could be explored.

The Chair shared concerns with the access route as during school time there would be a number of children from different schools in the area leaving and arriving. He asked how the Council would prevent students taking short cuts to and from schools, and asked whether lighting and CCTV could be included in the conditions to ensure children would be safe when leaving the area. The Officer explained this would be difficult as the school was only temporary and it would depend on the cost of implementing these safety measures. He confirmed that a Travel Plan was one of the proposed conditions.

The Senior Highway Engineer suggested there are restrictions in place to avoid people stopping on Stanford Road as this would be a concern. Although the Chair did not want residents to be affected by the restrictions put in place.

The Chair also addressed the concerns regarding the community amenities at the Rugby Club; he asked if something could be added to the conditions to ensure the children are safeguarded. The Officers said that an informative expressing Members concerns could be added to the decision.

The Officers advised out that this was the most suited site for the temporary school to be located at this time.

The Chair mentioned that Tree Tops School in the area was also looking to expand and the new site would be located near a number of other schools and colleges including Palmers College.

Councillor Rice asked why the school could not be located at William Edwards as they had a considerable amount of land which could accommodate this temporary school. The Officers said all applications are determined on their own merits.

Resident, Mr Michael Gamble, was invited to the Planning Committee to present his statement of objection.

The Agent on behalf of SWECET and TRFC, Mr Stephen Munday, was invited to the Planning Committee to present his statement of support.

Councillor Hamilton said as the 30 minimum requirements were not shared he would be looking to refuse this application. He felt concerned after 2 years there were no commitments for the site to be used as a school.

The Agent, confirmed that when phase 2 began and if the application was to be approved the pitches would be protected which was looked at by the DfE.

The Chair was happy to support the application however he was concerned with phase 2 if the application was approved. The proposal could be a positive thing for the borough as there was a huge pressure on school places and if the Committee were looking to reject this application it would reduce the amount of school places available for children.

Councillor Rice was not in support of this application due to the previous concerns he raised.

The Assistant Director of Planning, Transport and Public Protection addressed the concerns raised by the Committee and highlighted that the Lower Thames Crossing had not yet been approved and it would be concerning if the Committee were to refuse an application on something that was not yet implemented. In terms of the access route, there had been no objections received from the Highways Authority. He said whilst members may think there was an alternative location, this application was to be determined on its merits and he strongly suggested for the committee to be doing that. The proposed application was unique because of the nature of the scheme; government support for new state schools was clear from the National Policy Paper Planning for School Development which sets out a commitment to support the development in delivery of safe funded school in the planning system. The Governments belief was that the planning system should operate in a positive manner when dealing with proposals in authorisation for safe funded schools.

Councillor Lawrence agreed with the Assistant Directors previous comments as the Lower Thames Crossing was still being discussed. She mentioned that parents were struggling to find school places for their children.

The Vice-Chair discussed the access route and did not feel it would be a concern as there were other routes that could be taken to get into the school along with pathways. He did raise his concerns with the Rugby Club having a

bar and this being within close proximity to the school despite this he would be voting in support of this application.

Councillor Holloway said it was not clear why this was not completed before 2019 and she felt the Committee were being pressured into approving this application otherwise children would be out of school places.

Mr Taylor, explained previous applications for temporary use were still in place such as Denholm Primary School. He agreed it would have been more suited for the temporary school to be built on its original land.

The Chair said although this application was not ideal, it can be explored in the Local Plan and be prevented in the future. Highways had also given their approval to the proposal. He questioned whether this was the right location for the proposal as it would be located next to Tree Tops school, he asked if a roundabout could be proposed at the top of King Edward Drive to alleviate the pressure. He raised concerns with the pitches at Thurrock Rugby Club.

The Assistant Director of Planning, Transport and Public Protection made the Committee aware that the Education authority was present and the concerns would be explored. He pointed out that all applications were to be determined on their merits, but the wider points would be explored.

It was proposed by the Chair, Councillor Kelly and seconded by the Vice-Chair, Councillor Liddiard that the application approved, subject to conditions, and referred to the Secretary of State for consideration as it represents a departure in the Green Belt.

For: (5) Councillors Tom Kelly (Chair), Steve Liddiard (Vice-Chair), Victoria Holloway, Angela Lawrence and Sue Sammons.

Against: (3) Councillors Graham Hamilton, David Potter and Gerard Rice

Abstain: (0)

78. 18/01228/FUL - 53 - 55 Third Avenue, Stanford Le Hope Essex

This item was withdrawn from the agenda.

79. 18/01442/FUL - Land At Bridge Court, Bridge Road, Grays Essex

This item was withdrawn from the agenda.

80. 18/01613/FUL - 55 Corringham Road, Stanford Le Hope Essex SS17 0NU

This item was withdrawn from the agenda.

81. 18/00540/FUL - Town Centre Car Park, King Street, Stanford Le Hope Essex

The Principal Planner presented the report to the Committee. The application sought full planning permission for the construction of a mixed use development, comprising of two retail/leisure and commercial units. At upper level of the proposed building would be 47 residential units with an undercroft and surfaces car park with 53 parking spaces. It was confirmed by the Officers that the Church view from King Street would still be visible if the application were to be approved. The proposed building would be up to 5 storeys at its maximum height. A previous planning permission was granted back in 2012 which had since lapsed and expired.

The Vice-Chair asked whether this proposal was going to provide electric charging points. It was confirmed by the Senior Highways Engineer that there had been no request at this time.

The Chair raised concerns with the current parking situation in Stanford Le Hope and the proposed parking which would be available for the public as currently there are 76 spaces which would be reduced to 43. The local businesses would struggle for parking if this proposal was to be approved. The Chair asked if this would go against the Council's policy for parking spaces. The Officers confirmed the current parking situation and the proposed level of parking with the development and that would remain in the public car parking areas confirming that there were no objections from Highway's with regard to policy and the draft Parking Standards. The Chair asked if the proposal would affected the town centre through the loss of parking as there was no retail use on the site and in terms of the proposal two new retail/commercial units would be provided at the site which would promote the vitality and viability of the town centre in accordance with Core Strategy policies and the up to date NPPF.

The Chair asked whether there were any implements in place to stop residents using the public parking spaces despite having an additional 3 spaces for visitors.

Mr Taylor highlighted that currently there was an increase in shops in Stanford Le Hope and a reduction on parking spaces. The Officers explained that this was a town centre location and members of the public would have the opportunity to use other modes of transport to access the town centre through walking, cycling, bus services and rail the nearby railway station.

The Ward Councillor, Councillor Shane Hebb, was invited to the Committee to present his statement of objection.

The Agent, Mr Simmonds, was invited to the Committee to present his statement of Support.

Resident, Mr Terry Piccolo, was invited to the Committee to present his statement of objection. During his statement he mentioned that a petition had been sent into the Council with around 500 signatures against this application. The Officers confirmed that they had not received this petition and that this would need consideration prior to determining the planning application.

The Officers addressed the comments raised in Mr Piccolo's speaker statement regarding the conditions with the sale of the land with regard to covenant placed on the land through Land Registry. The Officers explained that the Land Registry document was a separate document and relates to the sale of the site and included covenants that were solely related to the 2012 planning permission and those conditions would no longer enforceable as the planning permission had lapsed.

The Chair asked whether the 100 spaces which were proposed in the 2012 application would be removed. The Officers confirmed the conditions were relating to the Land Registry document were not on the planning conditions and therefore could not be enforced through planning legislation.

Mr Taylor, asked if there was no relation to planning, who legally would be able to enforce the legal agreement.

The Legal Representative explained to the Committee that the land was transferred in 2012 for £350,000 and the transfer had restrictive covenants based on the 2012 permission being implemented and carried out. As a consequence of that there would have been 100 car parking spaces being provided but because the consent was never implemented the covenants cannot be enforced.

The covenants would have been enforced by the Council as the land owner and was not a matter for this Planning Committee. In this case the covenants were directly related to the 2012 permission, another way of dealing with this would have been covenants relating to the use of land and not relating to the 2012 permission and it was unclear why this had not been done at the time.

Councillor Hamilton asked if the Planning Committee had uncovered a flaw in the system as it had allowed that planning permission to lapse. The land was sold for £350,000 with all restrictions that no longer applied.

The Legal Representative advised the Committee that the Monitoring Officer had completed a report on this in May 2017 and had full knowledge of this and had been known about for some time. Planning permission had been granted in 2012, but the applicant did not proceed with that permission.

Councillor Rice said the only way this could have been prevented would be to put a legal agreement in place as the Council was dependent on the Legal Representative.

It was proposed by the Chair, Councillor Kelly, for this application to be deferred to allow Members and Officers time to look into the petition received, this was seconded by Councillor Rice.

For: (8) Councillors Tom Kelly (Chair), Steve Liddiard (Vice-Chair), Graham Hamilton, Victoria Holloway, Angela Lawrence, David Potter, Gerard Rice and Sue Sammons.

Against: (0)

Abstain: (0)

82. 18/01508/TBC - Civic Amenity site, Buckingham Hill Road, Linford Essex

The Principal Planner presented the report to the Planning Committee. The application sought planning permission for the extension and redevelopment of the Household Waste Recycling Centre (HWRC).

The Principal Planner advised that application site lies in the Green Belt and the proposal was not one of the forms of development considered deemed as acceptable in the NPPF or the Core Strategy. Accordingly the proposal represented inappropriate development, which is therefore objectionable in principle. However the applicant had put forward a number of matters which they consider to be the very special circumstances

The Committee queried whether vehicles would share the new entrance with HGV's and Lorries. The Officers confirmed that all vehicles would come in at the northern side of the site and there would be a turnaround area for all vehicles. But the entrance would be shared with all vehicles.

Councillor Hamilton was concerned with the exit to the site merging with other cars. The Officers explained that currently HGVs and cars are using the same entrance and exit and there had been no concerns with the proposed layout.

The Committee asked whether there would be a separate lane for vehicles accessing the Waste Recycling Centre as it could be dangerous with vehicles overtaking on the main road to avoid waiting in queues. The Officers confirmed there would be a ghost junction right turn lane provided to prevent any accidents.

The Portfolio Holder, Councillor Aaron Watkins, was invited to the Committee to present his statement of support.

The Committee agreed this was a positive application and were happy to welcome this new proposal.

It was proposed by Councillor Hamilton and seconded by the Vice-Chair, Councillor Liddiard that the application be approved subject to: (i) referral to the Secretary of State, and (ii) conditions.

For: (8) Councillors Tom Kelly (Chair), Steve Liddiard (Vice-Chair), Graham Hamilton, Victoria Holloway, Angela Lawrence, David Potter, Gerard Rice and Sue Sammons.

Against: (0)

Abstain: (0)

The meeting finished at 9.42 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**

14 February 2019	ITEM: 6
Planning Committee	
Planning Appeals	
Wards and communities affected: All	Key Decision: Not Applicable
Report of: Leigh Nicholson, Strategic Lead of Development Services	
Accountable Assistant Director: Andy Millard, Assistant Director of Planning, Transportation and Public Protection.	
Accountable Director: Steve Cox, Corporate Director of Place	

Executive Summary

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

1. Recommendation(s)

1.1 To note the report

2. 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. Appeals Lodged:

3.1 Application No: 18/00325/PHA

Location: 521 London Road, South Stifford, Grays

Proposal: Rear extension with a depth of 6 metres from the original rear wall of the property, with a maximum height of 3 metres and eaves height of 2.7 metres.

4. Appeals Decisions:

The following appeal decisions have been received:

4.1 Application No: 17/00818/FUL

Location: Land Adjacent 94 Fobbing Road, Corringham

Proposal: Proposed footpath/paving, low level walls, shed, temporary caravan and temporary hard standing.

Decision: Appeal Dismissed

4.1.2 The Inspector considered the main issues to be i) whether the proposal would be inappropriate development in the Green Belt for the purposes of the National Planning Policy Framework and, if so, the effect on the openness of the Green Belt; ii) whether the proposal would result in any other harm; and iii) if it is inappropriate development, whether the harm by reason of inappropriateness and by reason of any other harm is clearly outweighed by other considerations so as to amount to the very special circumstances necessary to justify the development.

4.1.3 The Inspector found that the proposal constituted inappropriate development and it would also be in conflict with the Core Strategy, he found that no very special circumstances had been provided

4.1.4 The appeal was consequently dismissed.

4.1.5 The full appeal decision can be found online.

4.2 Application No: 17/01593/FUL

Location: 25 Dawley Green, South Ockendon

Proposal: Erection of a new dwelling in the garden of 25 Dawley Green, South Ockendon, Thurrock.

Decision: Appeal Dismissed

4.2.1 The Inspector considered the main issue to be the effect of the proposal on the character and appearance of the area.

4.2.2 The Inspector felt that the residential area has a distinct character and appearance and a sensitive approach needed to be taken to avoid development that fails to reflect its carefully designed layout, spaces and building forms. The proposal would be an unduly cramped and incongruous development that in such a context would not represent a high quality of design. The Inspector therefore found the proposal contrary to the criteria of the Core Strategy.

4.2.3 The appeal was consequently dismissed.

4.2.4 The full appeal decision can be found online.

4.3 Application No: 17/01090/FUL

Location: 8 Hutson Terrace, London Road, Purfleet

Proposal: Extend terrace house to side to create a new dwelling house.

Decision: Appeal Dismissed

4.3.1 The Inspector considered the main issues to be whether the proposed development would provide an acceptable level of air quality for future occupiers and the effect to the character and appearance of the site and surroundings.

4.3.2 The Inspector took the view that not enough evidence had been submitted to ensure that the development would offer acceptable air quality, nor that this could be satisfied by condition. It was deemed the appellant had failed to demonstrate that the development would provide suitable living conditions of future occupiers in respect to air quality.

4.3.3 The Inspector also took the view that the proposed development would introduce a gable roof on one end of the terrace which would be a narrower width than the other dwellings. These features would be an incongruous addition to an otherwise uniform pair of terraces, and the composition of the terrace would be unbalanced such that the character and appearance of the terrace would be harmed.

4.3.4 The Inspector dismissed the appeal on these grounds.

4.3.5 The full appeal decision can be found online.

4.4 Application No: 18/00601/FUL

Location: 45 Turnstone Close, East Tilbury

Proposal: Realignment of 1.8 metre high timber fence on the edge of the property (change of use of land)

Decision: Appeal Dismissed

4.4.1 The Inspector considered that the main issue was the impact on the character and appearance of the area.

4.4.2 The Inspector noted that there was a clear demarcation between the enclosed gardens of the properties in the area and the open areas to the front and side which contribute towards the open character of the area. The Inspector considered that the proposed fence would extend out, forward of the building line and would therefore appear as an intrusive and

incongruous feature within this generally open area which plays an important role in its open plan appearance.

4.4.3 The Inspector concluded that it would disrupt the existing clear definition between the built development and landscaped open green aspect to this part of the estate. As a result the proposal would be harmful to the character and appearance of the area.

4.4.4 The Inspector dismissed the appeal on this basis.

4.4.5 The full appeal decision can be found online.

4.5 **Application No: 18/01066/HHA**

Location: 97 Hogg Lane, Grays

Proposal: Single storey rear extension and loft conversion with front and rear dormers

Decision: Appeal Allowed

4.5.1 The Inspector considered the main issue to be the effect of the proposal on the character and appearance of the area.

4.5.2 In relation to the rear dormer, although he did not observe any other flat roof dormers on nearby properties, and acknowledging it would be visible from the public domain, he considered its modest size and proportions in this instance would not harm the character and appearance of the area. Accordingly he considered it to be policy compliant.

4.5.3 The full appeal decision can be found online.

4.6 **Application No: 18/00426/HHA**

Location: Summerville, Fort William Road, Corringham

Proposal: Retrospective - Erect a garden wall and gates at the entrance to drive

Decision: Appeal Dismissed

4.6.1 The Inspector considered the main issues to be: i) whether the proposal would be inappropriate development in the Green Belt; ii) the effect of the proposal on the openness of the Green Belt; iii) the effect of the proposal on the character and appearance of the area; iv) if the proposal would be inappropriate development, whether the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations so as to amount to the very special circumstances necessary to justify the development

4.6.2 The Inspector found that the walls and gates represented inappropriate development in the Green Belt, that they have limited impact on the openness of the Green Belt, that the walls and gates because of their size, solidity and decorative form had introduced harsh and formal urbanising features which were at odds with the semi-rural character, creating visual harm, contrary to Policies CSTP22 and PMD2 of the Core Strategy.

4.6.3 He also found that there were no very special circumstances in this instance to warrant a departure on Green Belt grounds being made.

4.6.4 The Inspector dismissed the appeal on this basis.

4.6.5 The full appeal decision can be found online.

5. 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: 18 June 2019

5.2 Application No: 18/00082/FUL

Location: Malgraves Meadow, Lower Dunton Road, Horndon On The Hill

Proposal: Retention of the existing single storey timber building for use in association with agricultural enterprise at the farm. Removal of flue on roof, removal of biomass burner boiler and associated plumbing and modification of the building front elevation.

Dates: **14 May 2019**

5.3 Application No: 18/00034/BUNWKS

Location: Police Station, Gordon Road, Corringham

Proposal: Unauthorised works without the benefit of planning permission.

Dates: **21 May 2019**

6. 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	0	2	3	5	6				22
No Allowed	0	0	0	1	0	1	1	0	1				4
% Allowed													18%

7. Consultation (including overview and scrutiny, if applicable)

7.1 N/A

8. Impact on corporate policies, priorities, performance and community impact

8.1 This report is for information only.

9. 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

Report Author:

Leigh Nicholson

Strategic Lead of Development Services

Place

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Reference: 18/00540/FUL	Site: Town Centre Car Park King Street Stanford Le Hope Essex
Ward: Stanford Le Hope West	Proposal: Construction of a mixed use development comprising 159sq.m of retail/leisure/commercial units (within classes A1, A2, A3, A4, A5 and D2) at ground floor level and 47 residential units on upper floors together with an undercroft and surface car park (comprising 56 car parking spaces), access, landscaping and associated works.

Plan Number(s):		
Reference	Name	Received
1000F	Proposed Site Layout	21st November 2018
1100E	Proposed Plans	21st November 2018
1110E	Proposed Plans	21st November 2018
1120E	Proposed Plans	21st November 2018
1130E	Proposed Plans	21st November 2018
1140E	Proposed Plans	21st November 2018
1160E	Roof Plans	21st November 2018
1200E	Proposed Elevations	21st November 2018
1201D	Proposed Elevations	21st November 2018
1210E	Proposed Elevations	21st November 2018
1220D	Proposed Elevations	21st November 2018
1230D	Proposed Elevations	21st November 2018
1700E	Other	21st November 2018
0200	Existing Elevations	21st November 2018
1710A	Proposed Plans	21st November 2018
0001A	Location Plan	21st November 2018
0010	Other	21st November 2018
0100A	Existing Plans	21st November 2018

<p>The application is also accompanied by:</p> <ul style="list-style-type: none"> • Planning Statement • Daylight and Sunlight Report • Design and Access Statement
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<ul style="list-style-type: none"> • Drainage Technical Note • Aboricultural Assessment • Heritage Statement • Transport Assessment and draft Travel Plan • Verified Views Report 	
Applicant: Capital Land Partners LLP c/o RPS Planning and Development Ltd	Validated: 17 April 2018 Date of expiry: 19 February 2019 [Extension of time agreed with applicant]
Recommendation: Approve, subject to planning conditions and obligations.	

1.0 INTRODUCTION

1.1 This application was deferred at the 10 January meeting to allow for the consideration of matters contained in a petition that was submitted shortly before the previous meeting. The committee report considered at the 10 January meeting is attached as Appendix 1 to this report.

2.0 CONSULTATION AND REPRESENTATIONS

2.1 The petition referred to above contains 498 signatures from a range of addresses within and outside of the Borough. The petition objects to the application for the following reasons:

- The application does include the 100 free parking spaces made a condition of the original sale and planning permission 12/50463/TTGFUL;
- The reduction in parking spaces available to shoppers with the introduction of new shops competing for business will have a detrimental effect on the existing shops and the viability of the town centre.

3.0 ASSESSMENT

3.1 The petition has been carefully considered. The conditions of the sale of the site is not a material planning consideration and it cannot be relied upon to require the development to specifically include the level or type of car parking referred to in the petition. Members received legal advice at the 10 January meeting to this effect; accordingly, this matter cannot be considered further as part of the assessment of this planning application.

3.2 The impact of the additional commercial units has been considered as part of the original assessment, contained within Annexe 1. The provision of new retail units

accords with policies contained in the Council's Core Strategy and is encouraged by the NPPF.

- 3.3 In summary, the information contained within the petition does not change the planning assessment of the report and the recommendation as set out below.

4.0 RECOMMENDATION

- 4.1 Approve as set out in the recommendation section of the report attached as Appendix 1. Members will recall being presented with an amended wording of condition 8 at the 10th January meeting; this is reproduced in full below.

Parking Provision

- 8 The development hereby permitted shall not be first occupied until such time as the vehicle parking area indicated on the approved plans has been hard surfaced, sealed and marked out in parking bays. The vehicle parking area(s) shall be retained in this form at all times. The vehicle parking area(s) identified for the flats and commercial uses shall not be used for any purpose other than the parking of vehicles that are related to those uses of the approved development unless otherwise agreed with the Local planning authority.

Reason: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with policy PMD8 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

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: 18/00540/FUL	Site: Town Centre Car Park King Street Stanford Le Hope Essex
Ward: Stanford Le Hope West	Proposal: Construction of a mixed use development comprising 159sq.m of retail/leisure/commercial units (within classes A1, A2, A3, A4, A5 and D2) at ground floor level and 47 residential units on upper floors together with an undercroft and surface car park (comprising 56 car parking spaces), access, landscaping and associated works.

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The application is also accompanied by:

- Planning Statement
- Daylight and Sunlight Report
- Design and Access Statement

<ul style="list-style-type: none"> Drainage Technical Note Aboriginal Assessment Heritage Statement Transport Assessment and draft Travel Plan Verified Views Report 	
Applicant: Capital Land Partners LLP c/o RPS Planning and Development Ltd	Validated: 17 April 2018 Date of expiry: 15 January 2019 [Extension of time agreed with applicant]
Recommendation: Approve, subject to planning conditions and obligations.	

This application is scheduled for determination by the Council's Planning Committee because it represents a major development proposal in a town centre which has significant strategic policy implications, in accordance with Chapter 5, Part 3 2.1 (a) of the Council's Constitution.

1.0 DESCRIPTION OF PROPOSAL

1.1 This application seeks full planning permission for the construction of a mixed use development comprising of two retail/leisure/commercial units of 159sqm (within classes A1, A2, A3, A4, A5 and D2) at ground floor level and 47 residential units on the upper floors of the proposed building together with an undercroft and surfaced car park [comprising 53 car parking spaces], access, landscaping and associated works.

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

Site Area (Gross)	0.35ha						
Height	26.72m over 5 storeys						
Units (All)	Type (ALL)	1-bed	2-bed	3-bed	4-bed	5-bed	TOTAL
	Houses						
	Flats	20	27				47
	TOTAL	20	27				47
	Ground Floor	1 flat [2 beds]					
	First Floor	14 flats [6 x 1 beds & 8 x 2 beds]					
	Second Floor	14 flats [6 x 1 beds & 8 x 2 beds]					
	Third Floor	13 flats [6 x 1 beds & 7 x 2 beds]					

	Fourth Floor	5 flats [2 x 1 beds & 3 x 2 beds]			
Affordable Units	Type (ALL)	1-bed	2-bed	3-bed	TOTAL
	Houses				
	Flats	11	5		
	TOTAL	11	5		16
Commercial Floorspace	2 Ground Floor Commercial Units totalling 159 sq.m				
	Unit 1	92 sq.m			
	Unit 2	67 sq.m			
	All units are proposed to fall in Use Classes A1 [retail], A2 [financial and professional services], A3 [restaurants and cafes], A4 [drinking establishments], A5 [hot food take-aways] and D2 [assembly and leisure]				
Car Parking	<p>Flats: 1 space per unit – 47 spaces including 2 disabled spaces</p> <p>Commercial Units: 3 spaces</p> <p>Visitors: 3 spaces</p> <p>Total: 53 spaces using part of the existing car park [24 spaces] and within the basement/ground level of the development [29 spaces]</p> <p>Total remaining public car parking spaces: 43 spaces</p>				
Cycle Parking	54 spaces				
Amenity Space	Balconies 7sq.m in size on average with the exception of two first floor units which have larger terraces				
Density	134 units per ha for the whole site				

Access

- 1.3 The development would be accessed via the existing car park from the High Street, which forms a one way system through to King Street. From the one way system a left turn would be created serving 43 remaining public car park spaces and 24 car parking spaces allocated for occupiers of the flats and for their visitors, which would be located in area secured by a barrier system. Within the lower ground/basement area of the proposed development a right turn from the car park’s one way system would provide access to a further 29 car parking spaces in an under croft car park for occupiers of the flats and the commercial units. The existing car park exit onto King Street would remain the same.

Layout

- 1.4 The basement/ground floor level of the proposed building would mainly comprise of the car park but also servicing arrangements, cycle storage, two commercial units and one ground floor flat, which would be sited towards the north eastern corner of the building. The first to fourth floor would comprise of flats on each level accessed via internal stairways and lift systems. On the roof of the building there would be an area allocated for photovoltaic solar panels.

Scale

- 1.5 The proposed building would be 26.7m high over five levels; the building would be of a modern contemporary design featuring a palette of buff brickwork, glazing and stonework along with balcony features and a parapet style roof.

Amenity and Landscaping

- 1.6 Each flat would have a balcony/terrace as a form of amenity space and planters would be provided to the front elevation of the building fronting onto King Street. The third floor of the building would incorporate a roof terrace on the corner of King Street and the existing car park exit.

2.0 SITE DESCRIPTION

- 2.1 This application relates to an irregular shaped site measuring 0.35 hectares which is located in the middle of Stanford-le-Hope centre. The site is currently occupied by a derelict commercial premises on the corner of King Street/High Street which would be demolished as part of the development. The remainder of the site is currently used a town centre car park providing 76 spaces. The site is bounded by the High Street, Church Hill and King Street.
- 2.2 In terms of location the site is located in the east of the borough of Thurrock and is approximately 250 metres north-east of Stanford-le-Hope railway station.
- 2.3 The topography of the site is such that ground levels slope upwards towards the junction of King Street/High Street. To the south of the site are two Listed Buildings, the Church of St Margaret of Antioch [Grade I] and the 'Inn on the Green' public house [Grade II]. Towards the northern boundary of the site there are two trees with Tree Preservation Orders [TPO].
- 2.4 The site is within the commercial centre of Stanford Le Hope with shops and other commercial properties fronting High Street and King Street, some with residential units above. Buildings are generally 2 to 3 storey in height.

2.5 The site is located approximately 200 metres north of Stanford-le-Hope railway station, which provides regular services to London [Fenchurch Street] and Southend. Stanford-le-Hope is also sufficiently served by bus services. The site is in very close proximity to the Manorway and, therefore, provides direct access to the Strategic Highway Network (A13), which subsequently feeds into the M25 and A127.

3.0 RELEVANT PLANNING HISTORY

3.1 The following table provides the planning history:

Reference	Description	Decision
12/50463/TTGFUL	Construction of a mixed use development, comprising retail store at ground floor level and 22 residential units at first, second and third floor levels together with a surface and decked car park (comprising 101 car parking spaces), access, landscaping and associated works	Approved 18.12.2012 Permission valid for 3 years and has now expired

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.

At the time of writing, 35 letters of objection had been received raising the following comments:

- Loss of Amenity;
- Out of character;
- Scale too much for this location and would have detrimental impact upon the town centre;
- 5 storey building would be a complete eyesore;
- Town centre needs more parking to sustain shops and not this development;
- Will impact upon the viability of the town centre;

- Additional traffic and congestion;
- Loss of parking will cause shops to close;
- Nowhere to park for the shops;
- Increased need for parking;
- Where is the permit parking going?
- Environmental pollution;
- Litter/smells;
- Possible excessive noise;
- Town is already overcrowded with no doctors, dentists and schools;
- Building will spoil the town;
- Access to site;
- Application needs to be refused and car park returned to community;
- Council should not have sold the car park;
- Current car park is now run down;
- Loss of jobs;
- Impact upon the church and the church car park;
- Spoiling view;

1 letter of support had also been received raising the following points:

- Proposal would create jobs
- Much needed improvements to the site
- Car park is an eyesore and magnet for antisocial behaviour

4.3 ANGLIAN WATER:

No objection subject to a planning condition requiring a surface water management strategy.

4.4 EDUCATION:

A financial contribution of £95,511.90 is required towards nursery, primary and secondary provision or towards an extension to existing primary school/s in the Corringham and Stanford-le-Hope Primary School Planning Area [IRL reference IRL0068].

4.5 ENVIRONMENT AGENCY:

No comments to make.

4.6 ENVIRONMENTAL HEALTH:

No objections subject to conditions requiring a Construction and Environmental

Construction Management Plan [CEMP], construction hours, and a watching brief for contamination. No implications for air quality.

4.7 ESSEX AND SUFFOLK WATER:

No objection.

4.8 ESSEX FIRE SERVICE:

No objections as fire safety will be required through the Building Regulations

4.9 ESSEX POLICE ARCHITECTURAL LIAISON OFFICER:

No response.

4.10 FLOOD RISK ADVISOR:

Holding objection as further information is required.

4.11 HIGHWAYS:

No objection as the reduced public parking which would still provide 43 public car parking spaces and the proposed development would be provide acceptable parking provision. A planning obligation is requested for a financial contribution of £10,000 for replacement of the existing footway and kerbing around the entire frontage of the site with King Street and High Street to improve the appearance of the highway around the site and provide good pedestrian ramps across both the vehicular accesses into the site.

4.12 HOUSING:

No objection subject to the development providing 35% affordable housing provision to accord with LDF policy CSTP2 and the latest Strategic Housing Market Assessment [SHMA].

4.13 LANDSCAPE AND ECOLOGY ADVISOR:

The proposal would result the loss of 2 trees subject of Tree Preservation Orders [TPO's] and other trees. No details provided of any landscape scheme therefore planning conditions regarding replacement trees and landscaping is required.

4.14 LISTED BUILDINGS AND CONSERVATION ADVISOR:

The harm caused to the Grade I listed Church of St Margaret of Antioch is considered 'less than substantial' and therefore this harm must be balanced against any public benefits which may arise as a result of the scheme (Paragraph 196 of the NPPF).

4.15 NHS ENGLAND:

No contributions required.

4.16 PUBLIC FOOTPATH OFFICER:

Public Footpath 166 should not be obstructed and be kept open for use at all times unless a request for a temporary closure is required whereby an alternative route would be considered/agreed and a diversion route signed accordingly.

4.17 PUBLIC HEALTH OFFICER:

No objections subject to construction management, contributions to public realm, healthcare, education and cycle routes

4.18 REGENERATION OFFICER:

Support the development subject to a condition that parking provided on site is to serve existing commercial uses in the rest of the town centre

4.19 TRAVEL PLAN CO-ORDINATOR:

No objection subject to amendments to the applicant's 'Framework Travel Plan'.

4.20 URBAN DESIGN ADVISOR:

No objections as amendments to the scheme have improved the development. Recommend conditions in relation to fenestration, balcony details, high quality materiality and landscaping to include surface material and wayfinding through appropriate signage.

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
- 5. Delivering a sufficient supply of homes
- 6. Building a strong, competitive economy
- 7. Ensuring the vitality of town centres
- 8. 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
- 16. Conserving and enhancing the historic 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:

- Climate change
- Conserving and enhancing the historic environment
- Design
- Determining a planning application
- Ensuring the vitality of town centres
- Flood Risk and Coastal Change
- Health and wellbeing
- Housing and economic development needs assessments
- Housing and economic land availability assessment
- Noise
- Open space, sports and recreation facilities, public rights of way and local green space
- 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
- Tree Preservation Orders and trees in conservation areas
- Use of Planning Conditions
- Viability

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

- CSSP1 (Sustainable Housing and Locations)

THEMATIC POLICIES

- CSTP1 (Strategic Housing Provision)
- CSTP2 (The Provision Of Affordable Housing)
- CSTP7 (Network of Centres)
- CSTP8 (Viability and Vitality of Existing Centres)²
- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)²
- 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
- PMD3 (Tall Buildings)³
- PMD4 (Historic Environment)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].

5.4 Thurrock Local Plan

In February 2014 the Council embarked on the preparation of a new Local Plan for the Borough. Between February and April 2016 the Council consulted formally on an Issues and Options (Stage 1) document and simultaneously undertook a 'Call for Sites' exercise. In December 2018 the Council began consultation on an Issues and Options (Stage 2 Spatial Options and Sites) document.

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 material considerations for this application are as follows:

- I. Principle of the Development
- II. Housing Land Supply, Need, Mix and Affordable Housing
- III. Design and Layout and Impact upon the Area
- IV. Impact upon Heritage Assets
- V. Traffic Impact, Access and Car Parking
- VI. Landscaping and Amenity Space
- VII. Effect on Neighbouring Properties
- VIII. Energy and Sustainable Buildings
- IX. Viability and Planning Obligations
- X. Sustainability
- XI. Other Matters

I. PRINCIPLE OF THE DEVELOPMENT

6.2 The site is located in the Stanford town centre and within the 'Shopping Areas' as defined on the LDF Proposals Map where policies CSTP7 (Network of Centres) and CSTP8 (Vitality and Viability of Existing Centres) are applicable. Section 3 of policy CSTP7 identifies Stanford as an '*Existing Local Centre*' and encourages the following development:

- i. *Renewal, upgrading or remodelling of existing floorspace;*
- ii. *Additional small scale retail floorspace space in suitable locations that will strengthen the centres' retail offer;*
- iii. *Investigation into the potential of a new supermarket on an appropriate site in Stanford-le-Hope to reduce convenience expenditure leakage from the east of the Borough.*

6.3 Policy CSTP8 seeks to *'maintain and promote the retail function of existing centres. Measures to improve the vitality and viability of the network of centres will be encouraged in order to meet the needs of the Borough's residents and act as a focus for retail, leisure, cultural, business and residential uses'*.

6.4 This application follows from an earlier scheme which obtained planning permission in 2012 under planning reference 12/50463/TTGFUL. That scheme provision of a retail store designed to be used as a supermarket to meet criteria iii from policy CSTP7, however, the applicant's supporting information for this application demonstrates that no end user was interested in the supermarket and the planning permission has since lapsed. For the current scheme, the applicant is reliant upon criteria ii of policy CSTP7 as the development makes provision for two smaller retail/commercial units to complement the existing retail/commercial offer in Stanford town centre. The location of these ground floor commercial units would help provide a link between King Street and the High Street joining the two main shopping parades within the town which are currently separately by this site. The development in this regard would enhance the vitality and viability of this town centre in keeping with the requirements of paragraph 86 [d] of the NPPF.

6.5 Policy CSTP8 allows for residential uses in appropriate locations and paragraph 23 of the NPPF *'recognises that residential development can play an important role in the vitality of centres'* and requires local planning authorities to *'set out policies to encourage residential development on appropriate sites'*. In addition to this, paragraph 85 [f] of the NPPF recognises the importance of residential development in ensuring the vitality of centres. In this town centre location, it is considered that there are opportunities for further residential uses above ground floor level which would support the vibrancy of the town.

6.6 In summary, there are no in principle objections to the re-development of the site and the provision of retail/commercial uses at ground floor level.

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

6.7 The Council at present cannot demonstrate an up to date five-year housing land supply to comply with the requirements of a paragraph 67 of the NPPF. The relevant housing policies CSSP1 [Sustainable Housing and Locations] and CSTP1 [Strategic Housing Provision] should not be considered up to date, for housing

need, if the Council cannot demonstrate a five-year housing land supply. The proposal would contribute to the housing land supply providing the development can be built within 5 years.

- 6.8 Policy CSTP1 requires the dwelling mix for new residential developments to be provided in accordance with the latest [May 2016] Strategic Housing Marketing Assessment [SHMA] and the update Addendum [May 2017]. The SHMA sets out the housing need and mix requirements for the Borough but also the wider context of South Essex. In terms of the housing need requirement, the SHMA identifies a predominant need for 1 and 2 bedroom flats. The proposed development would provide flatted development in compliance with the SHMA and therein assist in meeting housing need and delivering a recognised dwelling mix requirement, in accordance with the requirements of policy CSTP1.
- 6.9 With regard to affordable housing, policy CSTP2 seeks to achieve 35% of the development to be allocated for affordable housing. The applicant is offering a policy compliant level of 35% affordable housing for this development, which meets the requirements of the Council's Housing Officer and be secured through a planning obligation to a future s106 legal agreement. The illustrative details to show the location of the affordable housing units shows 11 x 1 bedroom units and 5 x 2 bedroom units.

III. DESIGN AND LAYOUT AND IMPACT UPON THE AREA

- 6.10 The Thurrock Design Strategy 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.

King Street and the High Street are characterised by terraces of two and three storey buildings providing commercial uses on the ground floor and some residential above. To the west of the site are two storey buildings with pitched roofs, whilst opposite is a three storey terrace. The car park forms the only flat / levelled open area in this location. One of the key buildings in Stanford town centre is the church which can be seen from within the site and various vantage points around the town centre. The church also forms a dominant feature on the skyline from outside Stanford Le Hope.

- 6.11 The principal elevation of the building would front King Street and would present two floor commercial units at ground floor level. The return frontage onto the High Street would not include any ground floor commercial units as the ground level rises towards the High Street. The proposed layout would retain the car park at the rear of the site which would be partly segregated for residential parking but would also retain part of the existing public car park. The existing car park entrance and exit for vehicular traffic would remain the same.
- 6.12 Since the submission of the application, the applicant's architect has made various changes to the scheme in response to concerns raised by Council Officers and Consultees. No objections are raised to the internal layout of the upper levels of the building or the overall layout/siting of the development with regard to policy PMD2.
- 6.13 Changes have been made to the scale of the development to address earlier height concerns and the need to retain views towards the church. The proposed development would range between five, four and three stories in height. At its tallest, the development would project up to five storeys on the corner where King Street meets the High Street. It is recognised that at this point, the building would be taller than others in the immediate locality however given the space between buildings, a set back from the edge of the High Street and the neighbouring three storey development in the High Street this height could be successfully integrated into townscape. The building would be well articulated through the use of feature brickwork, large recessed window openings, modern balconies and recessed sections. In this regard, the building would be of an appropriate architectural order and acceptable for a modern town centre development.
- 6.14 It should be noted that through the approval of 12/50463/TTGFUL in 2012 the Council accepted a taller building than currently proposed. While this consent has lapsed it represents a benchmark against which the current scheme should be assessed against. The Council's Urban Design Advisor considers the building height variations as '*a more appropriate transition from the existing High Street buildings*', and raises no objections. The scale of the development is considered acceptable with regard to the requirements of policies PMD2 and PMD3.
- 6.15 Overall the proposed development is considered acceptable with regard to its layout, scale and design and can be successfully integrated into this town centre location, and achieve the requirements of high quality design as sought through policies CSTP22, CSTP23, PMD2, PMD3 and the guidance contained in the NPPF.

IV. IMPACT UPON HERITAGE ASSETS

- 6.16 The development would be within close proximity of the Church of St Margaret of Antioch, which is a grade I listed building. Careful attention should be paid to the potential impacts upon the setting and views of the heritage asset.
- 6.17 The Council's Historic Buildings and Conservation Advisor originally raised concerns over the scale and massing of the proposal and its impact upon the setting of the listed church, however changes to the scheme have reduced the potential for harm upon the setting of the listed church. The Council's Advisor has also raised concern to the potential for the development to interrupt views of the church and affect the way that the church is experienced in the town centre.
- 6.18 In an attempt to address the concerns raised, the applicant has provided an updated 'Verified View Analysis' which demonstrates that from a central position along King Street (at the zebra crossing point adjacent to the car park), views of the church will remain uninterrupted. Other views have also been provided at points outside of the town centre, along Southend Road to the east and from the Manorway roundabout junction. The architect has also amended the plans to allow for a larger space between the proposed building and the neighbouring building to the west to create a wider corridor of view from the zebra crossing in King Street.
- 6.19 Policy PMD4 states *'the Council will follow the approach set out in the NPPF in the determination of applications affecting Thurrock's built or archaeological heritage assets'*. When assessing the impact upon a designated heritage asset the NPPF advises on differing levels of assessment, these are 'total loss of the heritage asset', 'substantial harm' and 'less than substantial harm'.
- 6.20 The Council's Historic Buildings and Conservation Advisor is concerned that the development would affect *'how the church is experienced and interpreted from a number of significant high-value viewpoints as one progresses towards the church from a long distance to those more intimate views'* but advises, in regard to the NPPF tests, that the impact falls within the 'less than substantial harm' test. When assessed against the criteria of the NPPF paragraph 196 states *'where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use'*.
- 6.21 The assessment is a matter of judgement. The applicant has argued that the development would be beneficial to the town centre because it would provide new residential accommodation (including 35% affordable housing provision) in the urban area, new commercial units, public realm improvements and the regeneration of derelict buildings. On balance, it is considered that the benefits of the scheme would outweigh the 'less than substantial harm' impact upon the listed church.

- 6.22 A second heritage asset within close proximity of the site is the 'Inn on the Green' public house, which is a grade II listed building. This heritage asset is located at the southern end of the High Street and with existing development in between the proposal would not adversely impact upon the setting of this listed building.

V. TRAFFIC IMPACT, ACCESS AND CAR PARKING

- 6.23 The site is located in a town centre location and is therefore within close proximity to retail, employment, education and commercial uses as well community support services. The site's location is within easy access of transport hubs including local bus stops and the nearby railway station. The site is therefore considered to be a sustainable location for residential and commercial uses.
- 6.24 The current one way car parking system accessed from a dedicated vehicle access the northern end of the High Street and egressed from a dedicated vehicle access onto King Street would remain. The access would allow for vehicle access to the car parking spaces underneath the proposed building and the remaining public car park and allocated residential parking spaces. The Council's Highway Officer raises no objections to the access arrangement which is acceptable with regard to policy PMD9.
- 6.25 In terms of traffic impact the applicant's Transport Assessment (TA) identifies that the existing car park on average attracts 172 two daily vehicle movements and that proposed development would result in 164 two way vehicle movements during the day. A reduced public car park would result in less two daily vehicle movements. In addition to the vehicle movements resulting from the proposed development the applicant's TA identifies that the development would have 'minimal' impact upon the local highway network and 'minimal' impact upon the public transport network. In this town centre location the proposed level of vehicle movements would be acceptable in terms of the impact upon the local public highway and no objections are raised by the Council's Highway Officer.
- 6.26 With regard to parking the Council's Highway Officer identifies this area as one which has 'high accessibility' in terms of the draft Parking Standards, which for flats requires up to one space per dwelling for vehicles, and one secure and covered space per dwelling for cycles. For visitors the draft Parking Standards identify 0.25 spaces per dwelling and one secure and covered space per dwelling for cycles. For the commercial uses the draft Parking Standards vary given the range of uses proposed for these commercial units and based on the site's 'high accessibility'.
- 6.27 The existing car park currently provides 76 public car parking spaces. Information provided in applicant's TA identifies that the current car park attracts high demand for short stay parking with an average of 83% of the total car parking spaces used

throughout the day on a Saturday but less vehicle parking within the week, although there is a high proportion of long stay car parking during the week where rail commuters and local staff within the town centre area use the car park. Through this proposal the level of public car parking would be reduced to 43 public car parking spaces. The applicant's TA identifies that the 'main purpose for the car park is to provide short stay parking for the town centre' and that the applicant's TA anticipates that the long stay car parking would be displaced to the railway station car park. The applicant's TA also identifies that there is a 'good supply of alternative car parking provision in the locality of the site'. There is existing on-street parking in King Street and the High Street for access to the commercial uses.

- 6.28 The proposed development would provide one car parking space per dwelling unit three visitor spaces and three spaces for the two commercial units through an area of undercroft parking and through the allocated parking within the existing car park area. There are 54 cycle parking spaces proposed which includes secure cycle parking within the building for residents and external cycle parking hoops to the front and side of the building for the commercial uses and visitors. The Council's Highway Officer raises no objections to the reduced public car park or to the level of parking proposed to serve this new development. The parking provision is therefore considered acceptable for this 'high accessibility' town centre location having regard to the draft Parking Standards and policy PMD8.
- 6.29 The applicant's draft 'Framework Travel Plan' raises no objections from the Council's Travel Plan Co-ordinator but requires some amendments to the text within the document to allow for monitoring, which can be agreed through a revised travel plan as a planning condition, which would accord with the requirements of policy PMD10 and paragraph 111 of the NPPF.
- 6.30 Public Footpath 166 runs through the site between Church Hill and King Street. The proposed site plan shows that the existing route of the public footpath will be retained in its same position with improvements through surfacing materials. These changes are considered to be a beneficial improvement to the public footpath. The Council's Footpath Officer has advised that the route should not be obstructed and should be kept open for use at all times unless a request for a temporary closure is required, whereby an alternative route would need to be considered/agreed and a diversion route signed accordingly, which can be included as an informative to this application as there is a separate process temporary closure/diversion of a public footpath outside of the scope of this planning application.
- 6.31 The Council's Highway Officer has identified a planning obligation for a financial contribution of £10,000 for replacement of the existing footway and kerbing the entire frontage of the site with King Street and the High Street to improve the

appearance of the highway around the site and provide good pedestrian ramps across both of the vehicular accesses with the site.

VI. LANDSCAPING AND AMENITY SPACE

- 6.32 The applicant's Arboricultural Report identifies 24 trees within the site and these include a line of leylandii trees on the eastern boundary street corner of the High Street and a row trees along the eastern boundary of the car park, which includes a sycamore tree and a birch tree protected by Tree Preservation Orders [TPO's]. All of these trees would be removed as the proposed building would occupy this part of the site. This was considered acceptable with the previous permission and whilst it is unfortunate to lose trees, the applicant's Arboricultural Report recommends that at least five trees are planted to compensate for the loss of the higher categorised trees, which includes the TPO trees. Details of replacement trees and their location shall need to be agreed through a planning condition along with details of the proposed landscaping scheme, also through a planning condition. Trees identified to the south of the proposed building within the car park area and along the site boundaries are shown to be retained and will be subject to a planning condition for their retention. Both conditions can therefore help compensate for the loss of trees in consideration with the requirements of policy PMD2.
- 6.33 The plans show that each flat would have a balcony and two flats would have larger balconies, in addition to a communal roof terrace area measuring 70sq.m. The balconies are considered an acceptable form of amenity space for each flat in this town centre location having regard to policy PDM2. The nearest public park, Hardie Park, is located within an acceptable walking/cycling distance of the site, along with the park to the south of Billet Lane, for further amenity usage.

VII. EFFECT ON NEIGHBOURING PROPERTIES

- 6.34 At ground floor level the majority of properties in King Street and the High Street have commercial usage but at first floor level and above, for those properties which are three storeys, there are flats above the ground floor uses.
- 6.35 The nearest buildings are 22/24 King Street which is located on the corner of King Street and the exit of the car park and directly to the west of the site, and 29-33 High Street located across the existing car park access to the south side of the site. For 22/24 King Street, which is in use as a taxi office, there are two windows on the eastern flank elevation which face towards the site but given the distance between the buildings across a public street these windows are not considered to be adversely affected. On the western elevation of the proposed development there are windows at first floor level which face towards the windows at 22/24 King Street but the nearest window faces across a public street and is not the sole source of

light or outlook for nearest proposed flat. The same layout is repeated for the second floor with third floor identifying this area as a balcony area.

- 6.36 The previous permission ref [12/50463/TTGFUL] included a taller development and would have projected closer to 22/24 King Street to the extent that it would have had more impact, but the impact from that development was not considered unacceptable with regard to the neighbouring property and policy PMD1.
- 6.37 For 29-33 High Street there are no windows in the northern flank elevation which faces the site but there is an external staircase the serves amenity areas to the flats at first floor level on the western elevation but this is located at an elevated position. The nearest flats in the proposed development would have oblique views of this amenity area but this is not considered to result in any adverse impact upon neighbouring amenity.
- 6.38 The applicant's Sunlight and Overshadowing Impact Assessment has considered the potential impact of the development upon all surrounding windows in the neighbouring/nearby existing buildings. This assessment has been undertaken in accordance with the Building Research Establishment [BRE] guidelines and demonstrates that there is no adverse daylight or sunlight implications for neighbouring occupiers.
- 6.39 The proposed development and its end users are not likely to give rise to any significant increase in noise and disturbance upon the surrounding area in terms of amenity impacts. The existing access entrance and exit would remain and therefore the noise climate in the area would be similar and no objections have been raised by the Council's Environmental Health Officer. It is considered necessary for future hours of use and delivery hours to be agreed through a planning condition in the interests of the upper levels of residential use.
- 6.40 In terms of the neighbouring amenity impact the proposal is considered acceptable with regard to policy PMD1.

VIII. ENERGY AND SUSTAINABLE BUILDINGS

- 6.41 In terms of meeting the requirements of policies PMD12 [Sustainable Buildings] and PMD13 [Decentralised, Renewable and Low Carbon Energy Generation] it is stated in the applicant's Design and Access Statement that the development incorporate recycling facilities, the construction materials used would ensure the building is energy efficient, low water usage fittings would be installed, surface water would be attenuation and managed as part of a drainage strategy, and on the roof of the development photovoltaic panels would be installed for renewable energy provision. Details of these installations shall need to be agreed through a planning

condition to ensure the installations do not project above the parapet of the roof to be visible from ground level as this would impact upon the design of the building.

IX. VIABILITY AND PLANNING OBLIGATIONS

- 6.42 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.
- 6.43 Certain LDF policies identify requirements for planning obligations and this depends upon the type of development proposed and consultation responses from the application process.
- 6.44 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.
- 6.45 Paragraph 56 of the NPPF identifies that planning obligations must only be sought where they meet all of the following criteria:
a) necessary to make the development acceptable in planning terms;
b) directly related to the development; and
c) fairly and reasonably related in scale and kind to the development
- 6.46 Through the consultation process to this application and assessing the information contained within the Council's IRL the proposal would fall within the category H1 scenario for housing development [between 11-50 dwellings]. The following planning obligations have been identified for this proposal:
- Housing - For 35% of the proposed development to be provided for affordable housing.
 - Education - A financial contribution of £95,511.90 is required towards nursery, primary and secondary provision or towards an extension to existing primary school/s in the Corringham and Stanford-le-Hope Primary School Planning Area [IRL reference IRL0068].

- Highways - A financial contribution of £10,000 for replacement of the existing footway and kerbing the entire frontage of the site with King Street and the High Street to improve the appearance of the highway around the site and provide good pedestrian ramps across both of the vehicular accesses with the site.

6.47 The applicant has confirmed agreement to meeting the planning obligations.

X. SUSTAINABILITY

6.48 As part of the planning balance consideration has to be given to the Environmental, Social and Economic roles 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.

6.49 For the economic role the proposal would create employment opportunities for the construction phase. When the development is occupied new residents would provide household spending within the local economy. The dwellings would provide an opportunity for local people to live and work in this area. For the social role the development would help create a new community at this site. For both the social and economic role the development would provide dwellings for the area and contribute towards the Council's five year housing land supply. For the environmental role 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.

XI. OTHER MATTERS

6.50 The site is located in a low risk flood zone [Flood Zone 1] so is acceptable for development in flood risk terms. The Council's Flood Risk Advisor has issued a holding objection as further information is required, however, it is considered that as this site is previously developed land in this town centre location details of surface water management can be determined through a planning condition in this instance and with regard to policy PMD15.

6.51 There are no records of contamination on site however the Council's Environmental Health Officer has requested a Watching Brief for contamination which can fall within the criteria of a Construction Environmental Management Plan (CEMP) planning condition if consent were to be granted.

6.52 The Council's EHO has raised no air quality issues for this development.

6.53 The applicant's TA identifies that refuse and recycling collections and deliveries to the site would take place at an allocated loading bay adjacent to the south elevation of the building, which is acceptable and remove the refuse vehicle from the access to the car park.

7.0 CONCLUSIONS AND REASONS FOR APPROVAL

7.1 Whilst the proposal would lead to the reduction in public car parking space from 76 spaces to 43 public car parking spaces it is considered that the proposed development would assist in the regeneration of the town centre by creating new residential accommodation, new commercial floorspace and the removal of derelict buildings in accordance with policies CSTP7 and CSTP8 and the advice contained within the paragraph 85 of the NPPF.

7.2 The proposal would contribute to the Council's five-year housing land supply position and provide a policy compliant level of affordable housing. The site is located in a central town centre location, highly accessible by a range of transport modes. The proposed development would provide a visually acceptable form of development, which is well designed and in accordance with the core design aims of the Thurrock Design Strategy. The development's siting would maintain views from King Street of the listed church in this town centre location.

7.3 The highway impact and the level of parking provision for the proposed development is considered acceptable for this 'high accessibility' town centre location having regard to the draft Parking Standards and policy PMD8.

7.4 All other material considerations are acceptable subject to planning conditions, mitigation where necessary, and planning obligations.

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:
 - Housing - For 35% of the proposed development to be provided for affordable housing
 - Education - A financial contribution of £95,511.90 towards nursery, primary and secondary provision or towards an extension to existing primary school/s in the Corringham and Stanford-le-Hope Primary School Planning Area [IRL reference IRL0068].
 - Highways - A financial contribution of £10,000 for replacement of the existing footway and kerbing the entire frontage of the site with King

Street and the High Street to improve the appearance of the highway around the site and provide good pedestrian ramps across both of the vehicular accesses with the site.

ii) the following planning conditions:

Standard Time

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.

Approved Plans

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

Plan Number(s):		
Reference	Name	Received
1000F	Proposed Site Layout	21st November 2018
1100E	Proposed Plans	21st November 2018
1110E	Proposed Plans	21st November 2018
1120E	Proposed Plans	21st November 2018
1130E	Proposed Plans	21st November 2018
1140E	Proposed Plans	21st November 2018
1160E	Roof Plans	21st November 2018
1200E	Proposed Elevations	21st November 2018
1201D	Proposed Elevations	21st November 2018
1210E	Proposed Elevations	21st November 2018
1220D	Proposed Elevations	21st November 2018
1230D	Proposed Elevations	21st November 2018
1700E	Other	21st November 2018
0200	Existing Elevations	21st November 2018
1710A	Proposed Plans	21st November 2018
0001A	Location Plan	21st November 2018
0010	Other	21st November 2018
0100A	Existing Plans	21st November 2018

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

Use Classes Commercial Units

3. The ground floor commercial units shall only be used for uses falling with Classes A1, A2, A3, A4, A5 and D2 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 retaining commercial uses on the ground floor having regard to 'main town centre uses' as identified in policy CSTP8 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Materials

4. No development, with the exception of demolition, 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. In addition, the details shall include all surface materials, balcony detail, metering arrangements and fenestration details [including reveals]. The development shall be carried out in strict accordance with the approved details 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 with its surroundings in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

Replacement tree planting details and implementation

5. Prior to first occupation of the development hereby permitted details of replacement trees to be planted in the neighbouring area of the site, or at a site suitably identified, shall be submitted to and approved in writing by the Local planning authority. The tree details shall include the species, stock size, proposed numbers/densities and details of the planting scheme's implementation, aftercare and maintenance programme, unless otherwise to be maintained in agreement with the Council's leisure and/or tree officers. The tree

planting shall be carried out as approved within the first available planting season (October to March inclusive) following the commencement of the development, unless otherwise first agreed in writing by the local planning authority. If within a period of five years from the date of the planting of any tree is removed, uprooted, destroyed, dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted in the same place, unless the local planning authority gives its written consent to any variation.

Reason: To compensate for the removal of the existing trees on or along the boundary of the site and secure appropriate landscaping 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].

Landscaping Scheme

6. Prior to first occupation of the development a detailed scheme of landscaping shall be submitted to and approved in writing by the local planning authority. The details shall include all hard surfacing details. The scheme of landscaping shall be implemented as approved and all planting, seeding or turfing comprised in the approved scheme shall be carried out in the first planting and seeding season following commencement of the development 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 that the proposed development is satisfactorily integrated with its immediate surroundings and provides for landscaping as required by policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

Landscape Management Plan

7. Prior to first occupation of the development a landscape management plan, including management responsibilities and maintenance schedules for the upkeep of all landscaped areas has been submitted to and approved in writing by the local planning authority. The landscape management plan shall be implemented in accordance with the details as approved and retained thereafter, unless otherwise agreed in writing with the local planning authority.

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].

Parking Provision

8. The development hereby permitted shall not be first occupied until such time as the vehicle parking area indicated on the approved plans has been hard surfaced, sealed and marked out in parking bays. The vehicle parking area(s) shall be retained in this form at all times. 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 unless otherwise agreed with the Local planning authority.

Reason: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with policy PMD8 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

Cycle Provision

9. Prior to first occupation of the development hereby permitted the cycle storage areas as shown on the approved plans shall be made available for use in accordance with the approved plans and shall be retained for bicycle storage use thereafter.

Reason: To ensure appropriate parking facilities for bicycles/powered two wheelers are provided in accordance with policy PMD8 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

Travel Plan

10. Notwithstanding the details stated in the 'Framework Travel Plan' dated 19 April 2018 prior to the first residential occupation of the dwellings and/or commercial hereby permitted, a revised Travel Plan taking into account the comments from the consultation response from the Council's Travel Plan Co-ordinator shall be submitted to and agreed in writing with the local planning authority. The commitments explicitly stated in the Travel Plan shall be binding on the applicants or their successors in title. The measures shall be implemented upon the first occupation and shall be permanently kept in place unless otherwise agreed in writing with 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: To reduce reliance on 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].

Hours of use and delivery hours

11. Prior to first use of the commercial units hereby approved details of the proposed hours of use and hours of any deliveries shall be submitted to and approved in writing by the local planning authority. The approved hours of use shall be implemented in accordance with the approved details and retained in such arrangement.

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].

Outside Storage

12. No goods, materials, packaging or other similar items shall be stored or kept outside of the front elevation of the building which fronts onto King Street.

Reason: In the interests of visual amenity as required by policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Refuse and Recycling Provision

13. Prior to first occupation of the flats and/or commercial uses the refuse and recycling storage facilities as shown on the approved plans shall be made available for use in accordance with the approved plans and shall be retained for such purposes at all times thereafter.

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

Surface Water Drainage Scheme

14. No development, with the exception of demolition, shall commence until a scheme for the provision and implementation of surface water drainage incorporating sustainable urban drainage technique has been submitted to and approved in writing by the local planning authority. The surface water drainage scheme shall be constructed and completed in accordance with the details as approved prior to the first occupation of the development hereby permitted.

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 Maintenance Plan

15. Prior to first occupation of the development hereby permitted a Maintenance Plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, has been submitted to and agreed, in writing, by the local planning authority. Should any part be maintainable by a maintenance company, details of long term funding arrangements shall be provided and be implemented for all times thereafter.

Reason: To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk in accordance with policy PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Solar Panels and Photovoltaic

16. Prior to first occupation of the development hereby permitted details of the roof mounted solar or photovoltaic panels shall be submitted to and approved in writing by the local planning authority. The details shall include siting and height of the panels to ensure they do not project above the parapet. The roof mounted solar or photovoltaic panels shall be installed in accordance with the details as approved and retained for renewable energy provision thereafter.

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

External lighting

17. Prior to the first occupation of the development hereby permitted details of the means of external lighting shall be submitted to and agreed in writing with the local planning authority, with the exception of domestic lighting within the curtilage of the residential plots. The details shall include the siting and design of lighting together with details of the spread and intensity of the light sources and the level of luminance. The lighting shall be installed in accordance with the agreed details prior to first occupation of the development and shall be retained and maintained thereafter in the agreed form, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of highway safety and residential 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].

Communal TV/Satellite

18. 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] no flat shall be occupied until details of the number, size, external appearance and the positions of the communal satellite dish(es) have been 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 retained thereafter. 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] no additional satellite dish(es) or aerials shall be fixed to the building 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 DPD [2015].

Construction Environmental Management Plan (CEMP)

19. 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) Hours of use for the construction of the development
- (b) Hours and duration of any piling operations,
- (c) Vehicle haul routing in connection with construction, remediation and engineering operations,
- (d) Wheel washing and sheeting of vehicles transporting loose aggregates or similar materials on or off site,
- (e) Details of construction any access or temporary access, and details of temporary parking requirements;
- (f) Road condition surveys before demolition and after construction is completed; with assurances that any degradation of existing surfaces will be remediated as part of the development proposals. Extents of road condition surveys to be agreed as part of this CEMP
- (g) Location and size of on-site compounds [including the design layout of any proposed temporary artificial lighting systems];
- (h) Details of any temporary hardstandings;
- (i) Details of temporary hoarding;
- (j) Details of the method for the control of noise with reference to BS5228 together with a monitoring regime;
- (k) Measures to reduce vibration and mitigate the impacts on sensitive receptors together with a monitoring regime ;
- (l) Measures to reduce dust with air quality mitigation and monitoring,
- (m) Measures for water management including waste water and surface water discharge;
- (n) A method statement for the prevention of contamination of soil and groundwater and air pollution, including the storage of fuel and chemicals;
- (o) Details of a procedure to deal with any unforeseen contamination, should it be encountered during development;
- (p) A Site Waste Management Plan,
- (q) Details of security lighting layout and design; and
- (r) Contact details for site managers including information about community liaison including a method for handling and monitoring complaints.

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

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

Informative

Public Right of Way Diversion

1. No development shall be carried out which obstructs any part of the public right of way [shown on the Definitive map], which shall be kept open for use at all times, unless a temporary diversion has been first consented under the provisions of the Town and Country Planning Act 1990 [as amended]. Unless an Order under Section 257 has been made and confirmed or the right of way otherwise extinguished under an order of the Magistrates' Court it is a criminal offence to obstruct a public right of way. Planning permission alone does not authorise obstruction.

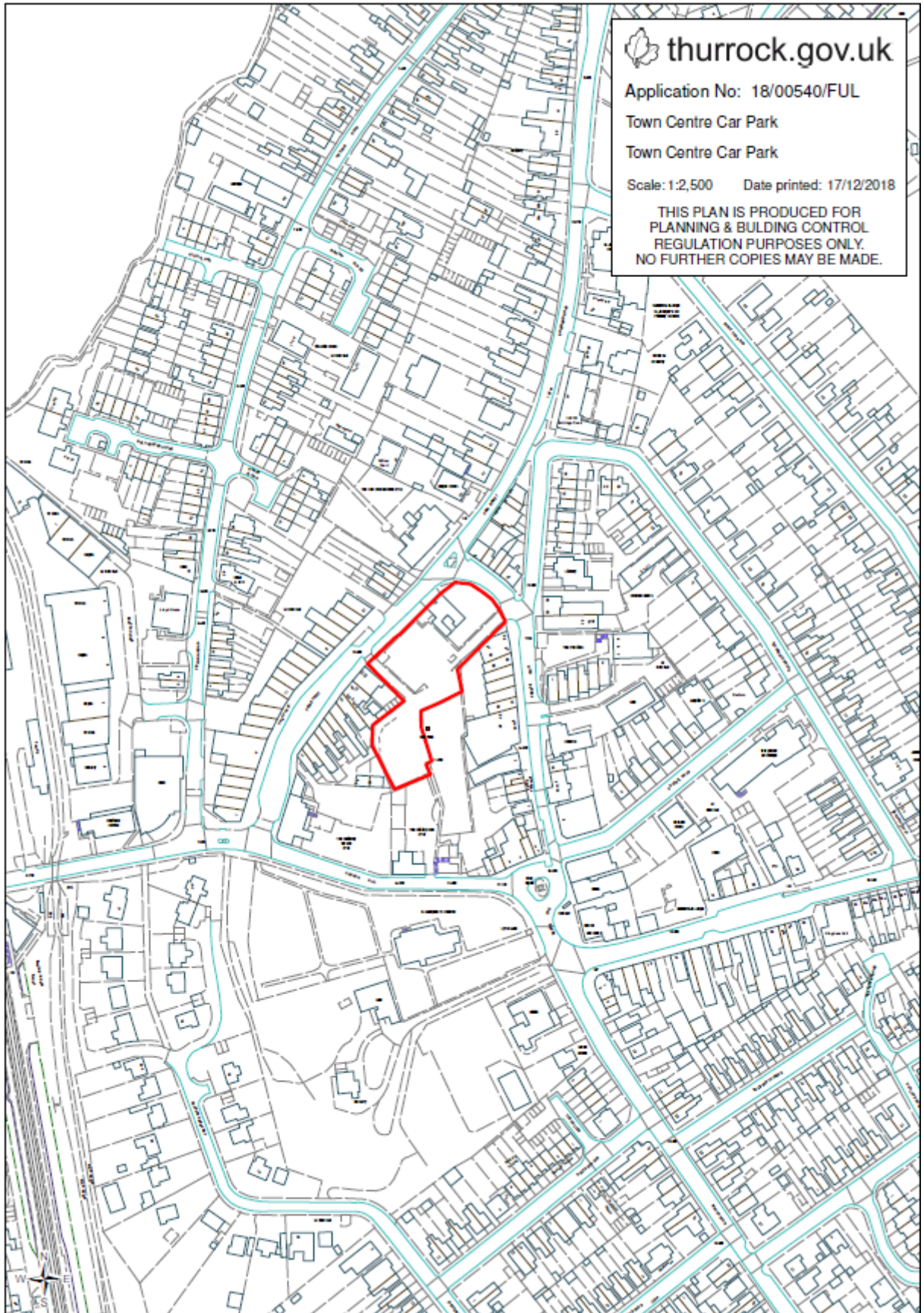
2. The properties within this development will not be eligible for inclusion with the Stanford-le-hope Resident's Permit Parking Scheme.

Positive and Proactive Statement

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

Documents:

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



 thurrock.gov.uk

Application No: 18/00540/FUL

Town Centre Car Park

Town Centre Car Park

Scale: 1:2,500 Date printed: 17/12/2018

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Reference: 18/01760/HHA	Site: The Lodge Fen Lane Bulphan Essex RM14 3RL
Ward: Orsett	Proposal: Single storey side and rear extension

Plan Number(s):		
Reference	Name	Received
224-03	Proposed Site Layout	7th December 2018
224-01	Existing Plans	21st December 2018
224-02	Proposed Plans	21st December 2018
RM14 3RL	Location Plan	21st December 2018
M002	Location Plan	21st December 2018

The application is also accompanied by: - Design & access statement	
Applicant: Mr Kevin Knight	Validated: 21 December 2018 Date of expiry: 15 February 2019
Recommendation: Refuse	

This application is scheduled for determination by the Council's Planning Committee because the application was called in by Cllr. G. W. Rice, Cllr B. Rice, Cllr. C. Baldwin, Cllr. S. Shinnick and Cllr. L. Worrall to consider issues regarding Green Belt Policy in accordance with Part 3 (b) 2.1 (c) of the Council's constitution.

1.0 DESCRIPTION OF PROPOSAL

- 1.1 The application seeks planning permission for a single storey side and rear extension.
- 1.2 Two planning applications (18/00898/HHA & 18/01302/HHA) for a similar form of development were refused in August and November 2018. In relation to the

previous schemes there has been a small reduction in the footprint of the extensions and minor changes to the design.

2.0 SITE DESCRIPTION

2.1 The application site comprises a four bedroom detached house on land within the Metropolitan Green Belt in Bulphan.

3.0 RELEVANT HISTORY

Application Reference	Description of Proposal	Decision
03/00211/FUL	Four bedroom detached dwelling and double garage	Approved
18/00898/HHA	Orangery and side extension	Refused
18/01302/HHA	Side and rear extension	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

PUBLICITY:

4.2 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.

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:

- 2. Achieving sustainable development
- 4. Decision-making
- 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 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:

OVERARCHING SUSTAINABLE DEVELOPMENT POLICY

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

THEMATIC POLICIES

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

POLICIES FOR MANAGEMENT OF DEVELOPMENT

- PMD1 (Minimising Pollution and Impacts on Amenity)²
- PMD2 (Design and Layout)²
- PMD6 (Development in the Green Belt)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].

5.4 Thurrock Local Plan

In February 2014 the Council embarked on the preparation of a new Local Plan for the Borough. Between February and April 2016 the Council consulted formally on

an Issues and Options (Stage 1) document and simultaneously undertook a 'Call for Sites' exercise. In December 2018 the Council began consultation on an Issues and Options (Stage 2 Spatial Options and Sites) document.

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 assessment below covers the following areas:

- I. Planning History
- II. Principle of the Development
- III. Design and Appearance
- IV. Impact on Neighbour Amenity

I. PLANNING HISTORY

6.2 The existing dwelling was granted planning permission on the basis that it replaced a pre-existing building on the site. Permitted development rights were removed as the dwelling was the maximum size acceptable in this instance. As a result any proposed extensions to the dwelling require planning permission and should be assessed against the Development Plan.

6.3 Members will recall the refusal of application (18/01302/HHA) in November 2018. In resolving to refuse the application the Committee took the view that the proposal would result in inappropriate development in the Green Belt which is by definition harmful to openness. There have been no changes in policy terms which would alter the previous assessment. Very minor amendments have been made to the proposal through a limited reduction in the footprint of the extension and minor changes to the design. The previous decisions made in August 2018 and November 2018 are material considerations which should be afforded substantial weight in the determination of this application.

II. PRINCIPLE OF DEVELOPMENT

6.4 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

6.5 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.

6.6 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.

6.7 For the purposes of this planning application the original dwelling is as built under planning permission 03/00211/FUL. This dwelling has a total of 7 habitable rooms, amounting to a floorspace of 115.46 sq.m. The area of two reasonably sized rooms in this case would therefore be 32.98 sq.m. The proposed extension would have a total floor area of approximately 76.67 sq.m (as shown on the submitted ground floor plan). This is more than double the size of what is considered to be a proportionate addition to the building.

6.8 The proposal would not be within the size permissible using the standard set out in Policy PMD6 of the Core Strategy. Therefore it must represent a disproportionate addition and would not fall within the exceptions to inappropriate development as set out in National Planning Policy Framework. The proposal therefore represents inappropriate development in the Green Belt which is by definition harmful to openness contrary to Policy PMD6 and the NPPF.

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

6.9 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 footprint of the dwelling encroaching further into the site than the existing. This would result in the building appearing more prominent within the Green Belt than the existing and would reduce openness, encroaching further upon the generally open character of the countryside.

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.

6.10 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”.

6.11 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 should not be accepted. 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.

- 6.12 In this instance no very special circumstances have been put forward by the applicant to justify inappropriate development in the Green Belt. Whilst the application has been accompanied by a design and access statement, this does not outline any very special circumstances. The applicant does however indicate that Brandon Hall (which is adjacent to the application site) is a three storey dwelling with substantial outbuildings spread across the curtilage. The applicant is of the opinion the proposed extension would not appear disproportionate in relation to the adjacent property. Finally, the applicant suggests that other development in the area has taken place which is not modest in scale. These factors do not constitute very special circumstances. It should also be noted that permitted development rights have been removed on the property. As a result there is no permitted development fall-back position which can be relied upon in this instance.
- 6.13 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. No 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 any other considerations that might constitute very special circumstances justifying inappropriate development.

II. DESIGN AND APPEARANCE

- 6.14 The proposed single storey would follow the rear building line and wrap around the corner of the building in an L-shape form. There would be four roof lanterns within the flat roof of the rear element of the extension.
- 6.15 The proposal is considered to be of an acceptable design in relation to the appearance of the existing building complying with Policies PMD2 and CSTP22 of the Core Strategy.

- 6.16 Whilst the design is considered to be acceptable in relation to the existing building this does not outweigh the identified harm to the Green Belt.

III. IMPACT ON NEIGHBOUR AMENITY

- 6.17 The proposed extension is not considered to be harmful to the occupiers of the neighbouring properties. The proposal accords with Policy PMD1 in this respect, however this does not overcome the objections raised earlier in this report.

7.0 CONCLUSIONS AND REASON(S) FOR REFUSAL

- 7.1 This application represents a very similar proposal to that which was refused by the Council's Planning Committee in November 2018. The proposed extension would grossly exceed the limitations set out by Policy PMD6 of the Core Strategy and accordingly represents inappropriate development in the Green Belt which is by definition harmful to openness contrary to Policy PMD6 and chapter 13 of the NPPF. No very special circumstances have been identified that would warrant an exception to local and national planning policies.

8.0 RECOMMENDATION

- 8.1 Refuse for the following reasons:

1. The proposed extension, by reason of its size, represents a disproportionate addition to the dwelling and as a result constitutes inappropriate development in the Green Belt, which is by definition, harmful to openness. There are no very special circumstances which would clearly outweigh the harm to the Green Belt. Therefore the proposal would be contrary to policy PMD6 of the Thurrock Local Development Framework Core Strategy and Policies for Management of Development (2015) and chapter 13 of the National Planning Policy Framework (2018).

INFORMATIVE(S)

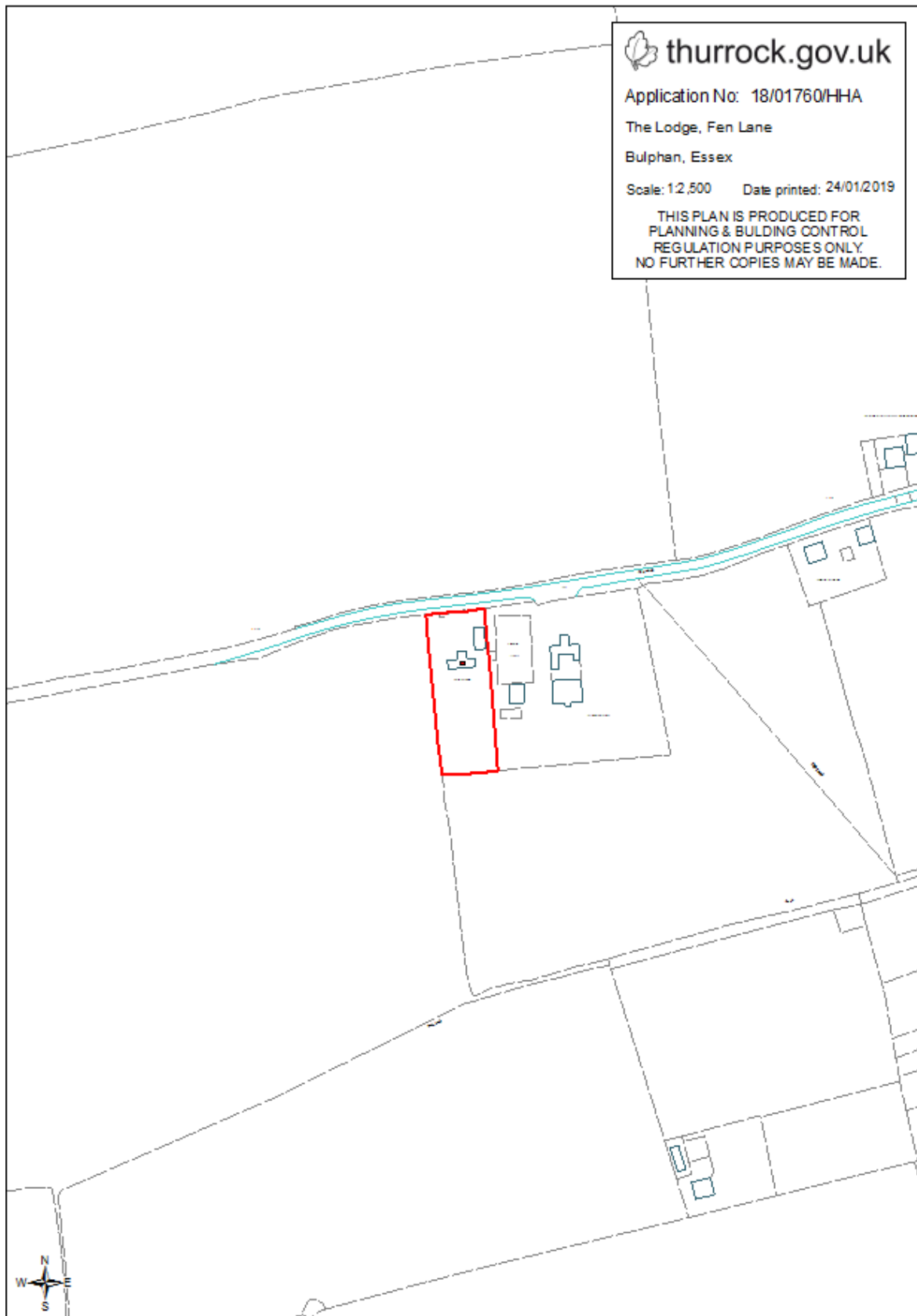
- 1 Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) - Positive and Proactive Statement:

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern with the proposal and discussing with the Applicant/Agent. However, the issues are so fundamental to the proposal that it has not been possible to negotiate a satisfactory way forward and due to the harm which has been clearly identified within the reason(s) for the refusal, approval has not been possible.

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: 18/01760/HHA
The Lodge, Fen Lane
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