

Planning Committee 11.02.2021	Application Reference: 20/01743/FUL
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<b>Reference:</b> 20/01743/FUL	<b>Site:</b> Stanford Le Hope Railway Station London Road Stanford Le Hope Essex SS17 0JX
<b>Ward:</b> Stanford Le Hope West	<b>Proposal:</b> Construction of new station buildings, a new footbridge, forecourt, ancillary commercial unit (class E/F.2) and widening of platform 1

<b>Plan Number(s):</b>		
Reference	Name	Received
60636799-ACM-SFO-PL-DRG-EAR-000001 Rev A01	Proposed Footbridge Stairs Plans	15 December 2020
60636799-ACM-SFO-PL-DRG-EAR-000002 Rev A02	Proposed Platform Level GA Plan Platforms 01 & 02	15 December 2020
60636799-ACM-SFO-PL-DRG-EAR-000003 Rev A01	Proposed Roof Level GA Plan	15 December 2020
60636799-ACM-SFO-PL-DRG-EAR-000009 Rev A02	Proposed Footbridge Sections and Elevations	15 December 2020
60636799-ACM-SFO-ZZ-DRG-EAR-000012 Rev A01	Proposed Building Sections 1/50	15 December 2020
60636799-ACM-SFO-ZZ-DRG-EAR-000013 Rev A02	Proposed Building Sections 1/100	15 December 2020
60636799-ACM-SFO-ZZ-DRG-ECV-000200 Rev A01	Existing Site Plan	15 December 2020
60636799-ACM-SFO-ZZ-DRG-ECV-000200 Rev A01	Proposed Site Plan	15 December 2020
60636799-ACM-SFO-ZZ-DRG-ECV-000405 Rev A01	Footbridge and Lift Plan and Sections	15 December 2020
13015-04 000 301-S3-P4	Site Location Plan	15 December 2020
No number	Land Ownership Boundaries Plan	15 December 2020

The application is also accompanied by:

- Air Quality Assessment and update statement

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<ul style="list-style-type: none"> <li>- Arboriculture Report and update statement</li> <li>- Flood Risk Assessment</li> <li>- Lighting Assessment</li> <li>- Noise &amp; Vibration Assessment</li> <li>- Planning Support Statement (including Design and Access Statement, Energy Statement, Sustainability and Transport Assessment)</li> <li>- Travel Plan</li> </ul>	
<b>Applicant:</b> Thurrock Council	<b>Validated:</b> 16 December 2020 <b>Date of expiry:</b> 15 February 2021 (Extension of time agreed with applicant)
<b>Recommendation:</b> Approve, subject to conditions	

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

## 1.0 DESCRIPTION OF PROPOSAL

- 1.1 This application seeks planning permission to redevelop the site to provide modern station buildings, a new footbridge and widen Platform 1.
- 1.2 The new station buildings would be single storey in height made up from lightweight prefabricated material covered by a modular canopy system. The larger building to the east of the railway line would provide accommodation for operational requirements; ticket office, staff welfare facilities, toilets and a commercial unit. The smaller building to the west of the railway line would provide a covered second gate line.
- 1.3 The access for pedestrians would be from the main and secondary station entrances from the southern footway on London Road, where step-free access would be provided.
- 1.4 The new footbridge would be further to the south of the existing footbridge and would have an integral lift. The new structure would be enclosed with an architectural mesh

to the sides of the walkway and the roof would be enclosed with insulated aluminium panel.

## 2.0 SITE DESCRIPTION

- 2.1 The existing station site forms a land parcel measuring 0.37 hectare to the south of London Road and some 50m from the junction with King Street. The original station dates from 1850s and the current main station and platforms were built in the 1960s. The station buildings have recently been demolished and there is currently hoarding around the site and temporary structures. There is a pedestrian bridge over the railway line.
- 2.2 The site is designated on the Core Strategy Proposals Map as being within a Local Nature Reserve, associated with the adjacent Mucking Creek which passes in close proximity to the eastern boundary, with private residential housing and associated rear access road adjoining the eastern bank of the creek. There are further residential uses including flats and a communal car park to the west of the site and west of the rail line.

## 3.0 RELEVANT HISTORY

Application Reference	Description of Proposal	Decision
17/01504/FUL	Redevelopment of existing station to provide a new station building of 517 sq.m, new footbridge, forecourt and associated vehicle drop off and pick up areas, 84 new cycle spaces and ancillary retail (Class A1/A3) premises	Approved

## 4.0 CONSULTATIONS AND REPRESENTATIONS

- 4.1 Detailed below is a summary of the consultation responses received. The full version of each consultation response can be viewed on the Council's website via public access at the following link: [www.thurrock.gov.uk/planning](http://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. One objection has been received objecting to the proposal due to access to the site, additional traffic and the lack of public access to the footbridge.

- 4.3 EMERGENCY PLANNING:

No objection, subject to Flood Warning Evacuation Plan condition.

4.4 ENVIRONMENT AGENCY:

No objection.

4.5 ENVIRONMENTAL HEALTH:

No response received.

4.6 HIGHWAYS:

No objection.

4.7 LANDSCAPE AND ECOLOGY:

No objection.

4.8 NETWORK RAIL:

No objection.

**5.0 POLICY CONTEXT**

**National Planning Guidance**

National Planning Policy Framework (NPPF)

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

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

- 2. Achieving sustainable development
- 4. Decision-making
- 6. Building a strong, competitive economy
- 7. Ensuring the vitality of town centres
- 9. Promoting sustainable transport
- 12. Achieving well-designed places
- 14. Meeting the challenge of climate change, flooding and coastal change

### National Planning Practice Guidance (PPG)

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

- Air Quality
- Climate change
- Design: process and tools
- Determining a planning application
- Effective use of land
- Flood Risk and Coastal Change
- Light pollution
- Noise
- Use of Planning Conditions

### **Local Planning Policy**

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

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

#### SPATIAL POLICIES:

- CSSP3: Sustainable Infrastructure

#### THEMATIC POLICIES:

- CSTP10: Community Facilities
- CSTP15: Transport in Greater Thurrock
- CSTP16: National and Regional Transport Networks
- CSTP22: Thurrock Design
- CSTP23: Thurrock Character and Distinctiveness
- CSTP25: Addressing Climate Change
- CSTP26: Renewable or Low-Carbon Energy Generation
- CSTP27: Management and Reduction of Flood Risk
- CSTP33: Strategic Infrastructure Provision

## POLICIES FOR THE MANAGEMENT OF DEVELOPMENT

- PMD1: Minimising Pollution and Impacts on Amenity
- PMD2: Design and Layout
- PMD10: Transport Assessments and Travel Plans
- PMD12: Sustainable Buildings
- PMD15: Flood Risk Assessment
- PMD16: Developer Contributions

### Thurrock Local Plan

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

### Thurrock Design Strategy

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

## **6.0 ASSESSMENT**

- 6.1 The assessment below covers the following areas:

- I. Principle of the development
- II. Design and layout
- III. Impact upon biodiversity and ecology
- IV. Impact to residential amenity
- V. Traffic impact, access and car parking
- VI. Flood risk and site drainage

## I. PRINCIPLE OF THE DEVELOPMENT

- 6.2 The NPPF states that the planning system should place significant weight on the need to support economic growth by encouraging and not impeding sustainable growth (paragraph 80). The NPPF also describes the importance of transport in facilitating sustainable development. Within chapter 9, *Promoting sustainable transport*, the NPPF stresses that transport systems needs to be balanced in favour of sustainable transport modes and that Local Authorities should work with transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including transport investment necessary to support strategies for the growth of ports or other major travel demands in their areas.
- 6.3 The proposal represents significant investment in infrastructure within the public transport network which would help to support the Council's wider regeneration aims in one of the key hubs in the Borough. The upgrading of the station will lead to wider benefits to the local area with the subsequent enhanced accessibility to the station for commuters and employees in the nearby area.
- 6.4 The proposal would create a modern station (with the future proposed improvement to the car park and a bus turnaround area on the opposite side of the road) and improved cycle storage facilities which would encourage passengers to adopt alternative methods of transport to access the station and travel within and outside of the Borough. The present application can be seen as phase 1 of the development, with the bus turnaround and car park area as phase 2. This phase 2 element is currently being finalised with working taking place on the comprehensive design. This detailed planning application is imminent. Planning policies have for many years supported sustainable forms of transport, of which rail travel is an important part. In this respect, the application satisfies many of the policies mentioned in national and local policy documents including chapter 9 of the NPPF.
- 6.5 The scheme would make the station more convenient due to the larger size of the station building and platforms. This is considered necessary for the local area, with developments such as London Gateway in close proximity. The recent growth in housing in the area along with new employment opportunities have and will continue to result in increased passenger numbers which will not be able to be accommodated within the existing station in the future.
- 6.6 In conclusion under this heading, the proposal accords a range of Core Strategy policies and guidance contained in the NPPF. The principle of the redevelopment is therefore considered to be sound.

## II. DESIGN AND LAYOUT

- 6.7 The proposal comprises the complete redevelopment of the station buildings on both sides of the railway line. The larger station building largely follows the footprint of the previous building, although it will be closer to the highway. The buildings would be finished in an anodized aluminium finish. The steel structural elements would be powder coated and the canopies would be covered with transparent polycarbonate sheet panels.
- 6.8 The footbridge would be demolished and rebuilt further to the south of the site to allow for a sloped access and lifts. The footbridge would be enclosed with an architectural mesh and the roof would be enclosed with a standing seam insulated aluminium panel.
- 6.9 The design of the previous station reflected the era of its construction. In contrast, the modern design of the new station building would have a positive impact on the visual qualities of the immediate surroundings and provide a much improved facility for passengers.
- 6.10 The open appearance of the building will create a visual link between the building and the street frontage, allowing pedestrians to see into the building and passengers to see out towards the street. The design of the bridge provides a strong link between the buildings on each side of the track. The new station building and site layout would be a vast improvement to the present situation and the buildings formerly on the site. The replacement buildings would be visually more attractive and more suitable to the function they perform.
- 6.11 In conclusion under this heading, the proposal is considered to enhance the area and comply with Policies PMD2 and CSTP22 of the Core Strategy.

## III. IMPACT UPON BIODIVERSITY AND ECOLOGY

- 6.12 Policy CSTP18 states that the Council will restore, protect, enhance and where appropriate create its green assets and sees green infrastructure as a means to address the connectivity between urban and rural areas in the Borough and ensure that such green assets are multi-functional in use.
- 6.13 The application site lies within part of a 'Green Chain' running through the site north to south. The Council's Landscape and Ecology Advisor considers the scheme design would make a positive improvement to the existing streetscape. The proposal broadly follows the existing site footprint and would have even less impact on the adjacent Mucking Creek than the previously consented scheme.

- 6.14 There are 12 new trees proposed to mitigate for the loss of existing screening. It is considered that additional planting should be provided to reinforce this initial planting to screen views for residents in Chantry Crescent. This can be dealt with by condition.
- 6.15 With regard to wildlife, the Council's Landscape and Ecology Advisor indicates that the habitat interest of the site is relatively low. A bat, water vole and otter survey were carried out prior to the submission of the application. The surveys revealed no sign of these species. However, a small population of common lizard were found in a woodchip pile in the land adjacent to platform 1. This is very small and localised however reptiles are protected under the Wildlife and Countryside Act 1981 (as amended) from being killed or injured. Therefore these reptiles will need to be removed to a suitable receptor prior to any construction works in this area. This work can commence once the reptiles are active in the spring.
- 6.16 In conclusion under this heading, the loss of trees could be mitigated by the planting of new trees after the construction of the replacement station building is completed. A landscaping scheme should be secured by condition on any consent granted to ensure the visual appearance and landscape quality of the area is protected. Additionally, the lizards are protected under legislation and subject to suitable relocation, no objection is raised.
- 6.17 In view of the above, there are no objections to the scheme on landscape or ecology grounds complying with CSTP18.

#### IV. IMPACT TO RESIDENTIAL AMENITY

- 6.18 The station redevelopment would bring about many benefits to the wider area but policy PMD1 states that it is important that development does not adversely affect nearby properties. The loss of the established trees between the station and the properties in Chantry Crescent will need to be mitigated. The plans indicate that significant mature planting will be provided between the new station building and the adjacent properties in Chantry Crescent and this will need to be addressed via condition.
- 6.19 The station buildings themselves would not affect amenities of any nearby properties to a harmful degree, but the footbridge has the potential to cause nearby neighbours the perception of overlooking and possible noise. It is recognised that the footbridge is proposed to enclosed in steel mesh which will minimised impacts and it is also recognised that an existing, open air footbridge has been in situ at this station for many years, albeit not in the exact location where the new bridge would be located.

- 6.20 In conclusion under this heading, with the provision of additional landscaping/tree screening, the Construction Environment Management Plan (CEMP) to mitigate harm during construction and a restriction on any external flues, the proposal is acceptable with regard to the requirements of Core Strategy Policy PMD1.

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

- 6.21 A separate planning application for car and bus facilities will be submitted imminently on land to the opposite side of the road. The current proposal itself does not offer any improved or changed access for cars or buses, which was proposed within the previous application however there have been no objections from the Highway Authority to the current proposal.

#### VI. FLOOD RISK AND SITE DRAINAGE

- 6.22 Parts of the site are within Flood Zone 3 which is at a high risk from flooding, although much is Flood Zone 1. The Council has undertaken a sequential test for the site within its Local Plan (as the application site lies within one of the Borough's regeneration areas) and concluded that test to be passed as there are no other alternative sites. The exception test is met as the development cannot take place elsewhere as there is a significant amount of railway infrastructure which is already in place.
- 6.23 The proposed finished floor level of 7.4m AOD would retain an adequate standard of protection with regard to potential flooding from a tidal defence breach or flooding from Stanford Brook, surface water flooding, groundwater flooding or sewer surcharge.
- 6.24 The Council's Emergency Planning Officer has suggested a Flood Warning and Evacuation Plan [FWEP] as some of the building is within Flood Zone 3. This is considered reasonable and necessary.
- 6.25 Modelling results indicate that the development would have no adverse impact on flood levels in the brook for a range of flood frequencies and that there would be no loss of floodplain storage or reduction in flood flow capacity. The scheme is considered to meet the relevant tests of the NPPF and Core Strategy policies CSTP27 and PMD15.

### 7.0 CONCLUSIONS AND REASONS FOR APPROVAL

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- 7.1 The development of a modern station is considered necessary for local residents and is also recognised as a key driver for further regeneration in Stanford Le Hope and Thurrock as a whole.
- 7.2 The visual appearance of the station would be significantly improved from the previous station building and would create to a modern gateway to Stanford Le Hope. Through careful consideration a suitable landscaping scheme can be provided which will ensure the development is successfully integrated into the landscape and the privacy and amenity of nearby residents is protected.
- 7.3 Overall, the redevelopment of this site is to be welcomed and approval is therefore recommended.

## 8.0 RECOMMENDATION

- 8.1 Approve, subject to the following conditions:

### TIME LIMIT

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

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

### PLANS

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

Plan Number(s):		
Reference	Name	Received
60636799-ACM-SFO-PL-DRG-EAR-000001 Rev A01	Proposed Footbridge Stairs Plans	15 December 2020
60636799-ACM-SFO-PL-DRG-EAR-000002 Rev A02	Proposed Platform Level GA Plan Platforms 01 & 02	15 December 2020
60636799-ACM-SFO-PL-DRG-EAR-000003 Rev A01	Proposed Roof Level GA Plan	15 December 2020

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60636799-ACM-SFO-PL-DRG-EAR-000009 Rev A02	Proposed Footbridge Sections and Elevations	15 December 2020
60636799-ACM-SFO-ZZ-DRG-EAR-000012 Rev A01	Proposed Building Sections 1/50	15 December 2020
60636799-ACM-SFO-ZZ-DRG-EAR-000013 Rev A02	Proposed Building Sections 1/100	15 December 2020
60636799-ACM-SFO-ZZ-DRG-ECV-000200 Rev A01	Existing Site Plan	15 December 2020
60636799-ACM-SFO-ZZ-DRG-ECV-000200 Rev A01	Proposed Site Plan	15 December 2020
60636799-ACM-SFO-ZZ-DRG-ECV-000405 Rev A01	Footbridge and Lift Plan and Sections	15 December 2020
13015-04 000 301-S3-P4	Site Location Plan	15 December 2020
No number	Land Ownership Boundaries Plan	15 December 2020

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

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

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

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

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

- 4 No demolition or construction works shall commence until a Construction Environmental Management Plan [CEMP] has been submitted to and approved in

writing by the local planning authority in writing. The CEMP should contain or address the following matters:

- a) Construction hours and delivery times for construction purposes,
- b) Hours and duration of any piling operations;
- c) Vehicle haul routing in connection with construction and engineering operations;
- d) Wheel washing and sheeting of vehicles transporting loose aggregates or similar materials on or off site;
- e) Details of construction access;
- f) Details of temporary hoarding/boundary treatment;
- g) Method for the control of noise with reference to BS5228 together with a monitoring regime;
- h) Measures to reduce vibration and mitigate the impacts on sensitive receptors together with a monitoring regime.

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].

## **LANDSCAPING**

- 5 No development shall take place until full details of the provision and subsequent retention of both hard and soft landscape works on the site have been submitted to and approved in writing by the local planning authority. These details shall include:

- 1) Details of proposed schedules of species of trees and shrubs to be planted, planting layouts with stock sizes and planting numbers/densities.
- 2) Details of the planting scheme implementation programme, including ground protection and preparation, weed clearance, stock sizes, seeding rates, planting methods, mulching, plant protection, staking and/or other support
- 3) Details of the aftercare and maintenance programme

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

shall be planted in the same place, unless the local planning authority gives its written consent to any variation

#### Hard Landscape works

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

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

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

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

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

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

#### **FLOOD WARNING AND EVACUATION PLAN [FWEP] – details to be provided**

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

Reason: To ensure that adequate flood warning and evacuation measures are available for all users of the development in accordance with policy PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

## **Informatives**

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

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

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

- 3 Environmental Permitting Regulations

The applicant may need an environmental permit for flood risk activities if they want to do work in, under, over or within 8 metres (m) from a fluvial main river and from any flood defence structure or culvert or 16m from a tidal main river and from any flood defence structure or culvert. Stanford Brook, is designated a 'main river'. Application forms and further information can be found at: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>

Anyone carrying out these activities without a permit where one is required, is breaking the law.

- 4 Wildlife and Countryside Act 1981 (as amended)

A small population of common lizard in a woodchip pile in the land adjacent to platform 1. Given the lack of surrounding suitable habitat this population would be very small and localised. Reptiles are protected under the Wildlife and Countryside Act 1981 (as amended) from being killed or injured. It will be necessary therefore for these animals to be removed to a suitable receptor prior to any construction works in this area. This work can commence once the animals are active in the spring.

## **Documents:**

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

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

