

<p>Reference: 21/01789/TBC</p>	<p>Site: Alf Lowne Scout Centre Richmond Road Grays Essex RM17 6DN</p>
<p>Ward: Grays Thurrock</p>	<p>Proposal: Provision of new site entrance from Richmond Road to Alf Lowne Scout Centre.</p>

Plan Number(s):		
Reference	Name	Received
2021/0235/01	Existing and Proposed Plans	2nd November 2021
(No Nos.)	Location Plan	18th October 2021

<p>The application is also accompanied by:</p> <p>N/A</p>	
<p>Applicant: Thurrock Council</p>	<p>Validated: 26 October 2021 Date of expiry: 21 December 2021</p>
<p>Recommendation: Approval</p>	

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

1.0 DESCRIPTION OF PROPOSAL

- 1.1 This planning application seeks permission to create a new vehicle and pedestrian access from Richmond Road to the Alf Lowne Scout Centre.
- 1.2 The vehicle access would be 4.8m wide and the pedestrian access would be 2m wide. The existing 1.6m high dwarf walling and galvanised steel railing boundary treatment would be replaced, for the width of the access, by matching galvanised steel gates that would be manual and inward opening.

2.0 SITE DESCRIPTION

2.1 The application site is an area of hardsurfacing used for off-street parking and boundary treatment, immediately south of the Alf Lowne Scout Centre is a two storey detached building located on the west side of Richmond Road.

3.0 RELEVANT PLANNING HISTORY

There is no relevant planning history.

4.0 CONSULTATIONS AND REPRESENTATIONS

4.1 Detailed below is a summary of the consultation responses received. The full version of each consultation response can be viewed on the Council's website via public access at the following link: www.thurrock.gov.uk/planning

4.2 PUBLICITY:

This application has been advertised by way of individual neighbour notification letters and public site notice which has been displayed nearby. 16 written objections have been received in relation to the application.

- Access will result in loss off off-street parking spaces within the centre site;
- Access will result in loss off on-street parking spaces on Richmond Road;
- Scout centre already has suitable access via Adult Community College site;
- Additional traffic;
- Access to site;
- Loss of Amenity, noise and overlooking.

4.3 HIGHWAYS:

No objections subject to conditions.

5.0 POLICY CONTEXT

National Planning Policy Framework (NPPF)

5.1 The revised NPPF was published on 20 July 2021 and sets out the Government's planning policies. 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
- 11. Making effective use of land
- 12. Achieving well-designed places

5.2 National Planning Practice Guidance (NPPG)

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

- Design: process and tools
- Determining a planning application
- Effective use of land
- Noise
- Use of planning conditions

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

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

THEMATIC POLICIES

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

POLICIES FOR MANAGEMENT OF DEVELOPMENT

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

5.4 Thurrock Local Plan

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

5.5 Thurrock Design Strategy

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

6.0 ASSESSMENT

6.1 The assessment below covers the following areas:

- I. Principle of the development
- II. Layout and appearance
- III. Impact on amenity
- IV. Highway impacts and parking

I. PRINCIPLE OF THE DEVELOPMENT

6.2 The application site lies within a residential part of Grays and there are no in principle land use objections to the development, subject to compliance with development management policies.

II. LAYOUT AND APPEARANCE

6.3 The current access arrangements for the Scout Centre are via the existing access serving the Thurrock Adult Community College site to the immediate south on Richmond Road. As this site is now closed, the Scout Centre is keen to secure its own independent access arrangements.

6.4 The proposed vehicle access would be 4.8m wide and the pedestrian access would

be 2m wide. The existing 1.6m high dwarf walling and galvanised steel railing boundary treatment would be replaced, for the width of the access, by matching height galvanised steel gates that would be manual and inward swing opening.

- 6.5 The siting, design and appearance of the proposed access and boundary treatment would not be out of character with the appearance of the immediate locality. The proposed access would not conflict with Core Strategy Policies CSTP22 and PMD2 and would be acceptable.

III. IMPACT ON AMENITY

- 6.6 At the time of drafting the report, sixteen letters of objection from local residents had been received. The principle concerns raised by local residents relate to the potential for loss of off-street parking within the Alf Lowne Scout Centre, and loss of on-street parking on Richmond Road as a result of the proposals. Other comments received also raise concerns regarding potential amenity impacts by way of noise and additional traffic.
- 6.7 The applicant has advised that there is not likely to be any material change in the way in which the access to the Scout Centre is likely to be used in comparison to the existing access arrangements. The daily vehicle numbers/usage estimated by the applicant is as follows;

Monday: 4.30pm to 9pm, 25 cars;
Tuesday: Less than 5 cars;
Wednesday: Less than 5 cars;
Thursday: Less than 5 cars;
Friday: Less than 5 cars;
Saturday: 9am to 1pm, 30 cars;
Sunday: 6.30pm to 9.30pm, 20 cars.

As a result, it is considered unlikely that there would be any material change to neighbour amenities, by way of noise, overlooking or vehicle movements using the access, sufficient to warrant a recommendation to refuse the application for this reason. The proposal complies with Policy PMD1 and would be acceptable.

IV. HIGHWAY IMPACTS AND PARKING

- 6.8 The concerns and comments raised by local residents regarding the potential for the proposal to result in a loss of both on and off-street parking are noted. The proposed new access would lead to a loss of two on-street parking spaces in Richmond Road, where parking on the road is already at a premium. While it is noted that the creation of a new access would result in the loss of some current on-

street parking, as well as the loss of several off-street spaces within the application site, the proposal would ensure that the site has independent vehicle and pedestrian access and thereby ensures off-street parking will continue to be provided for those users of the Alf Lowne Scout Centre. The creation of the access and the associated loss of on-street and off-street parking is not considered to lead to such significant highway or parking concerns to warrant recommending refusal on this basis.

- 6.9 The Council’s Highways Officer has raised no objections to the proposal, subject to conditions ensuring adequate sight splays are provided and the inclusion of a Section 278 Agreement in regards works on the highway. The Highway Officer has also commented that there may be a need to implement double yellow lines for the management of parking across the proposed access and this may be included as part of the Section 278 works.
- 6.10 The proposal would comply with Core Strategy Policies PMD2, PMD8 and PMD9 and would be acceptable with respect to highway impacts.

7.0 CONCLUSIONS AND REASON FOR APPROVAL

- 7.1 The proposal complies with all relevant adopted Core Strategy Policies and is considered to be acceptable.

8.0 RECOMMENDATION

- 8.1 Approve, subject to the following conditions:

Standard Time Limit

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

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

Approved Plans

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

Plan Number(s):		
Reference	Name	Received

2021/0235/01	Existing and Proposed Plans	2nd November 2021
(No Nos.)	Location Plan	18th October 2021

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

Access Details

3. Prior to the commencement of the development details shall be submitted to the Local Planning Authority showing the layout, dimensions and construction specification of the proposed access to the highway; such details shall be approved in writing and then shall be fully implemented on site concurrently with the remainder of the development hereby approved and thereafter retained.

Reason: In the interests of highway safety and efficiency.

Pedestrian Site Splays

4. Before the access is first used, clear to ground level sight splays of 1.5 metres x 1.5 metres from the back of the footway shall be laid out either side of the proposed access within the site and maintained at all times.

Reason: In the interests of highway safety.

Visibility Sight Splays

5. Sight splays of 2.4 metres x 43 metres shall be provided at the proposed access and thereafter maintained at all times so that no obstruction is present within such area above the level of the adjoining highway carriageway.

Reason: In the interests of highway safety and efficiency.

Informatives:

1. Positive and Proactive Statement

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (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.

2. Highways Informative

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

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

Documents:

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

www.thurrock.gov.uk/planning

