

<p>Reference: 20/01572/FUL</p>	<p>Site: AB Installs Stanhope Industrial Park Wharf Road Stanford Le Hope Essex</p>
<p>Ward: Stanford Le Hope West</p>	<p>Proposal: Part retrospective application for open storage, yard office, toilet facilities, installation of hardstanding and part proposal of a new warehouse building and associated car parking spaces</p>

Plan Number(s):		
Reference	Name	Received
1530.11	Existing Site Layout	16th November 2020
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1530.14	Roof Plans	16th November 2020
1530.15	Elevations	16th November 2020
1530.16	Elevations	16th November 2020
1530.17	Sections	16th November 2020
1530.18	Location Plan	4th January 2021
1530.19	Location Plan	10th May 2021

<p>The application is also accompanied by:</p> <ul style="list-style-type: none"> - Design and Access Statement - Bat Survey - Flood Risk Assessment 	
<p>Applicant: Alfie Beaney</p>	<p>Validated: 10 May 2021 Date of expiry: 21 March 2022</p>
<p>Recommendation: Approve, subject to conditions.</p>	

This application is scheduled for determination by the Council's Planning Committee because it has been called in by Cllrs S Hebb, Anderson, Collins, Ralph and Huelin (in accordance with the Constitution Chapter 5, Part 3 (b), 2.1 (d) (ii)) to assess the potential

loss of amenity to the local area and assess the density of the application in relation to the existing area

1.0 DESCRIPTION OF PROPOSAL

- 1.1 This application seeks planning permission for a workshop and storage building. The proposed building would be 34m wide by 9m deep by 6.1m high with a shallow pitched roof; the building would have a corrugated sheet metal finish typical of many such buildings. An existing toilet block and yard office on the northern part of the northern side of the yard are proposed to remain. The western part of the northern yard would continue to be used for open storage.
- 1.2 The applicant company installs electronic communications cables. The company currently occupies the yards which are generally used for open storage purposes. It is proposed to continue to use the open areas of the main yard for storage and vehicle parking, but the new building would provide a more efficient and secure operational environment for the occupiers. The uses would be akin to B2 (general industry) and B8 (storage or distribution) as per many units and yards on the Stanhope estate.
- 1.3 The southern yard would be used for staff parking and further storage.

2.0 SITE DESCRIPTION

- 2.1 The application site is located within the Stanhope Industrial Park which is allocated as a Secondary Commercial and Industrial Area in the Council’s Core Strategy.
- 2.2 The application site is spread across 2 yards to the northern part of the wider estate, close to the boundary with the railway line.
- 2.3 The northern yard is approximately rectangular in shape, running east to west and the southern yard is also approximately rectangular in shape, running north to south. The yards are separated by one of the estate roads. Aerial photos show in the past both have been used for vehicle parking and/or outdoor storage.

3.0 RELEVANT HISTORY

3.1 The following table provides the relevant planning history for the site:

Application Reference	Description of Proposal	Decision
11/50332/TTGETL	Extending the time limit for implementation	Approved
09/50023/TTGREM	Reserved matters pursuant to outline consent	Approved
	04/00765/OUT. Proposed development of	

	24,863 sq.m of B1(C), B2 and ancillary B1(A) & B8 floorspace, access and landscaping	
04/00765/OUT	Outline application for 28,095 square metres of B1(c), B2 and ancillary B1(a) and B8 uses, landscaping and access improvements	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

4.2 PUBLICITY:

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

4.3 ENVIRONMENTAL HEALTH:

No objections.

4.4 THURROCK HIGHWAYS:

Additional information sought on vehicle movements [Agent has provided this].

4.5 LANDSCAPE AND ECOLOGY:

No objections, site does not require a Habitat Regulations Assessment.

4.6 NATURAL ENGLAND:

No objection.

4.7 NETWORK RAIL:

No objections.

5.0 POLICY CONTEXT

National Planning Guidance

National Planning Policy Framework (NPPF)

5.1 The revised NPPF was published on 20 July 2021. Paragraph 11 of the Framework sets out a presumption in favour of sustainable development. This paragraph goes on to state that for decision taking this means:

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

¹ This includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites ...

² The policies referred to are those in this Framework relating to: habitats sites and/or SSSIs, land designated as Green Belt, Local Green Space, AONBs, National Parks, Heritage Coast, irreplaceable habitats, designated heritage assets and areas at risk of flooding or coastal change.

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

- 2. Achieving sustainable development
- 4. Decision-making
- 6. Building a strong, competitive economy
- 15. Conserving and enhancing the natural environment

National Planning Practice Guidance (PPG)

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

- Design: process and tools
- Light pollution
- Natural Environment
- Noise
- Use of Planning Conditions

Local Planning Policy

Thurrock Local Development Framework (as amended) 2015

5.3 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

SPATIAL POLICIES:

- CSSP2: Sustainable Employment Growth

THEMATIC POLICIES:

- CSTP6: Strategic Employment Provision
- CSTP19: Biodiversity
- CSTP22: Thurrock Design

POLICIES FOR THE MANAGEMENT OF DEVELOPMENT

- PMD1: Minimising Pollution and Impacts on Amenity
- PMD2: Design and Layout
- PMD7: Biodiversity, Geological Conservation and Development
- PMD8: Parking Standards

Thurrock Local Plan

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

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

6.0 ASSESSMENT

- 6.1 The assessment below covers the following areas:

- I. Principle of the development
- II. Design and layout
- III. Traffic impact, access and car parking
- IV. Impact upon ecology and biodiversity
- V. Amenity

I. PRINCIPLE OF THE DEVELOPMENT

- 6.2 The site forms part of a designated Secondary Employment Area in the Core Strategy. The use of the site for an industrial use is acceptable given the Core Strategy allocation and the new building would be proportionate to the site area.
- 6.3 In accordance with paragraph 11 of the NPPF the proposal should be considered in the context of the principle of sustainable development. It is acknowledged that the site is located within a sustainable location in relatively close proximity to other industrial units.

- 6.4 The applicant has indicated that it is expected that 15 jobs would be provided by the development, thereby complying with the Council's objectives to promote job growth in this part of the borough. Accordingly, the proposal is acceptable in principle and in accordance with policies CSSP2 and CSTP6 of the Core Strategy.

II. DESIGN AND LAYOUT

- 6.5 The new building would be typical of many such commercial buildings throughout the commercial parts of the borough and is considered to be acceptable given the location. The use of the wider part of the site is typical of many of the adjoining plots and again, would be acceptable.
- 6.6 Given the above the proposal is considered to comply with the requirement of policies PMD2 and CSTP22.

III. TRAFFIC IMPACT, ACCESS AND CAR PARKING

- 6.7 The Council's highways officer has not raised an objection to the proposal but did ask for additional details of the vehicle numbers. In terms of assessment, the application site is small in comparison with other sites in the estate and the traffic generation from the development would be low. The applicant has indicated that they presently operate 11 x 3.5 tonne vans / pickups and 1 x 17.5 tonne truck. These vehicles do not, and would not, regularly come in and out of the site during the day, being off site most of the day and parking up at night. The applicant identifies that these vehicles would enter and exit the site generally once a day.
- 6.8 This level of vehicle movement is accordingly low and no HGVs or ALVs are identified as being part of the normal operation. Whilst it is acknowledged that there are concerns regarding traffic accessing the Stanhope Industrial Estate site as a whole, each case must be looked at on its own merits and the relatively small scale of the proposal must be viewed in context.
- 6.9 The site does not, and would not, generate a significant amount of traffic. The proposal is for a relatively small workshop/storage building on a site allocated for industrial purposes. A condition could be applied that any large vehicles accessing the site do so via Corringham Road so as not to cause harm to adjacent residential areas. There is also ample turning and parking space within the site.
- 6.10 The proposed access and parking are considered to be acceptable and would accord with the requirements of PMD2 and PMD8.

IV. IMPACT UPON ECOLOGY AND BIODIVERSITY

- 6.11 The site is separated from the Thames Estuary and Marshes Special Protection Area (SPA) and Ramsar site to the south by other buildings and uses on the estate and the Council's Landscape and Ecology Officer has indicated that there would be no significant impact on this and that a Habitats Regulation Assessment (HRA) is not required. Natural England raise no objection.
- 6.12 No other landscape or ecology matters have been identified and no landscaping scheme is identified as being required. The proposal is therefore in accordance with the NPPF, CSTP19 and PMD7.

V. AMENITY

- 6.13 The site itself is set away from any residential properties on the north side of the industrial area. Nonetheless, the access to the overall site passes residential properties and the proposal should have restricted hours of operation and routing, in common with other planning applications at the site. There is no additional lighting at the site and any new lighting would require planning permission. With the addition of conditions, the proposal fits within the aims and objectives of PMD1.

7.0 CONCLUSIONS AND REASONS FOR RECOMMENDATION

- 7.1 The principle of the development is for industrial use, which is that of the wider site and complies with the site's designation within the Core Strategy. The new building is proportionate to the application site and the finish is acceptable. The development would not affect the adjacent Thames Estuary and Marshes Special Protection Area (SPA) and Ramsar site or amenity.

8.0 RECOMMENDATION

- 8.1 Approve, subject to the following conditions:

TIME LIMIT

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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

APPROVED PLANS

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

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

MATERIALS

- 3 The development of the new building hereby permitted shall be carried out in accordance with the details shown on the approved plans detailed in condition 2 above.

Reason: To ensure that the development is carried out in accordance with the details as approved and in the interests of the character and visual amenities of the area with regard to policies PMD1 and PMD2 of the adopted Thurrock Core Strategy and Policies for the Management of Development [2015].

VEHICLE ROUTING AND NUMBER OF MOVEMENTS

- 4 Any vehicles over 7.5 tonnes which are related to the operation of the use hereby approved are required to access and exit the site via Wharf Road and Corringham Road to the Manorway and A13.

Other than during the construction phase, there shall be no HGV or ALV movements to the site, unless previously agreed in writing by the Local Planning Authority.

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

HOURS OF OPERATION

- 5 The use hereby permitted shall not be operated outside of the hours 07:00 - 19:00 Mondays to Friday, 07:00 - 19:00 Saturdays or at any time whatsoever on Sundays or bank holidays.

Reason: In the interests of amenity and to ensure that the development remains integrated with its surroundings as required by policy PMD1 of the adopted Thurrock Core Strategy and Policies for the Management of Development [2015].

HOURS OF VEHICLE MOVEMENTS

6. No vehicles shall leave the site outside of 7am - 7pm Monday - Saturday or at all on Sundays or Bank Holidays.

A Vehicle Booking System (VBS) shall be in operation at all times the site is operational. This system shall record details of the registration, origin, destination and operators of each vehicle entering and leaving the site and the time of such movements. Details of the VBS shall be submitted to the Local Planning Authority for approval within ONE MONTH of the date of this permission.

On the approval of the submitted details by the Local Planning Authority this scheme shall be implemented and operated at all times.

The details in the VBS shall be kept on site and shall be available to be inspected by the Local Planning Authority upon the provision of no less than 7 days notice.

Reason: In the interests of residential amenity and to ensure that the proposed development is integrated within its immediate surroundings as required by Policy PMD 1 of the Thurrock Core Strategy

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 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 The developer's attention is drawn to the following matters requested by Network Rail:

It is imperative that the developer contacts Network Rail's Asset Protection and Optimisation team via AssetProtectionAnglia@networkrail.co.uk prior to works commencing on site. Network Rail strongly recommends the developer complies with the following comments and requirements to maintain the safe operation of the railway and protect Network Rail's infrastructure.

Plant & Materials

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

Future maintenance

The applicant must ensure that any construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of/or encroaching upon Network Rail's adjacent land and air-space. Therefore, any buildings are required to be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. This requirement will allow for the construction and future maintenance of a building without the need to access the operational railway environment. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilize Network Rail land and air-space to facilitate works as well as adversely impact upon Network Rail's maintenance teams' ability to maintain our boundary fencing and boundary treatments. Access to Network Rail's land may not always be granted and if granted may be subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. As mentioned above, any works within Network Rail's land would need approval from the Network Rail Asset Protection Engineer. This request should be submitted at least 20 weeks before any works are due to commence on site and the applicant is liable for all associated costs (e.g. a l l possession, site safety, asset protection presence costs). However, Network Rail is not required to grant

permission for any third-party access to its land.

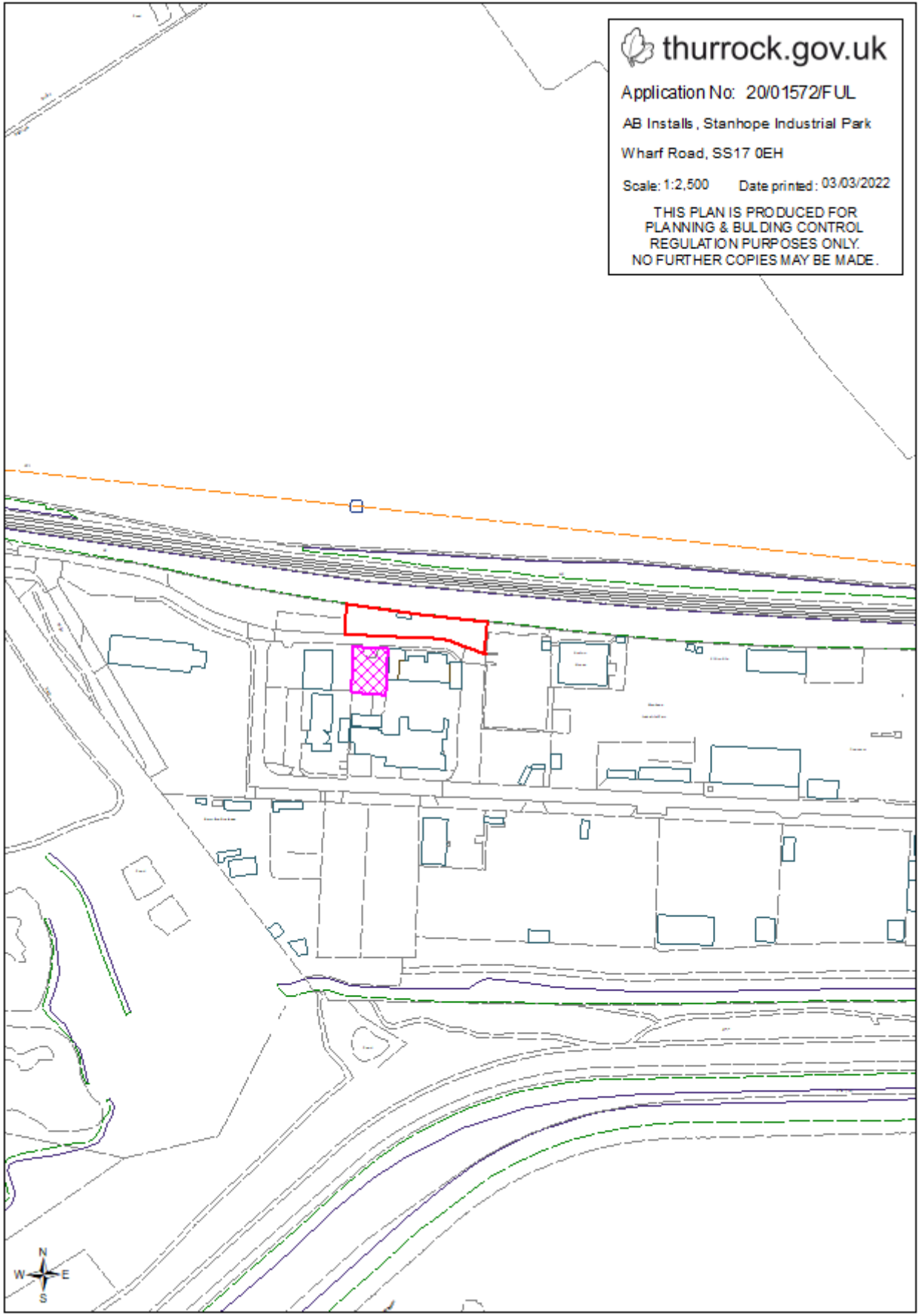
Noise and Vibration

The potential for any noise/vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which hold relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night-time train running and heavy freight trains.

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: 20/01572/FUL

AB Installs, Stanhope Industrial Park

Wharf Road, SS17 0EH

Scale: 1:2,500 Date printed: 03/03/2022

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