

<b>Reference:</b> 22/01714/FUL	<b>Site:</b> Whitwell Court Fairview Chase Stanford Le Hope Essex
<b>Ward:</b> Stanford Le Hope West	<b>Proposal:</b> New development of Six self-contained one-bedroom flats, alterations to parking layout and Improvement to hard landscape.

Plan Number(s):		
Reference	Name	Received
1 of 5	Proposed	22nd December 2022
2 of 5	Proposed	22nd December 2022
3 of 5	Proposed	22nd December 2022
4 of 5	Block Plan	22nd December 2022
5 of 5	Site Plan	22nd December 2022
01080637	Location Plan	19th January 2023
Vehicle Tracking	Vehicle Tracking	14th February 2023

The application is also accompanied by:

- Application Form
- Written response to Highways comments, received via email, dated 10 February 2023

<b>Applicant:</b> Mr Danny Royal / Whitwell Court Management Company	<b>Validated:</b> 24 January 2023  <b>Date of expiry:</b> 12 June 2023 (Extension of Time agreed)
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**Recommendation:** Approval

This application is scheduled for determination by the Council’s Planning Committee because it has been called in by Cllrs. S Hebb, A Anderson, J Halden, D Arnold and S Ralph (in accordance with the Constitution, Chapter 5, Part 3 (b), 2.1 (d) (ii) to assess the loss of amenity for neighbours and possible overdevelopment.

## 1.0 BACKGROUND AND DESCRIPTION OF PROPOSAL

1.1 The proposed development was originally submitted as a pre-application enquiry where advice was sought under pre-application ref: 16/30142/PMIN. A response was provided in August 2016.

1.2 A subsequent Full planning application was submitted in May 2017 (Ref: 17/00618/FUL). This was refused for the following reason:

*Policy PMD2 of the Core Strategy indicates that all development should allow safe and easy access while meeting appropriate standards.*

*Policy PMD8 of the Core Strategy requires all development to provide a sufficient level of parking.*

*PMD9 of the Core Strategy ensures that proposals for development affecting the highway will be considered in relation to the road network hierarchy and the function of each level of that hierarchy. The aim is to enhance the street scene and to mitigate adverse impacts on the transport system.*

*The proposed building would be built on land which is presently occupied by open parking and parking in a carport building. The area shown to be used for parking is part of the public highway and the spaces as shown on the plans cannot therefore be provided by the proposals.*

*At this time, the Council cannot be satisfied that adequate parking space exists. With no ability to provide parking in line with adopted standards the proposal would lead to overspill parking and would have a significant impact on the highway safety and efficiency, contrary to Core Strategy Policies PMD2, PMD8 and PMD9*

1.3 Following the above refusal a further Full planning application was submitted in September 2017 (Ref: 17/01303/FUL). This application was approved subject to conditions and the decision was issued on 20 December 2017.

1.4 A subsequent s96A (Non-Material Amendment) was submitted in December 2018 (Ref: 18/01756/NMA) and approved in January 2019 for alterations to the fenestration of the development which would imply there was an intention to implement the scheme. However, the previously approved development did not commence and the consent has now expired given the permission was originally granted in excess of three years ago.

1.5 The scheme submitted under this current application consists of the same design, layout and siting as that previously approved under ref: 17/01303/FUL with the same internal layout and external elevations to provide 6 additional one bedroom flats increasing the Whitwell Court development. This application is therefore effectively seeking a renewed permission for a development previously approved by the Council.

**2.0 SITE DESCRIPTION**

- 2.1 The application site is currently occupied by a detached open car port parking area with hardstanding and a L-shaped building comprising of 10, one-bedroom flats built across two storeys. The site is located on the southern side of Fairview Chase on a cul-de-sac turning and is set within a residential area. The residential properties located to the eastern side of Fairview Chase are two stories. On the north-western side of Fairview Chase lies the new development of Fairview Court, consisting of 6 no. two bedroom and 5 no. one bedroom apartments, which is nearing completion. Grove House Wood lies to the immediate southwest, south and southeast of the application site.
- 2.2 A small section of high risk flood zone 3 is located in the furthest most south eastern corner of the application site. The site is within the Essex Coast RAMS Zone of Influence and the proposed development falls within the scope of the RAMS as relevant development.

**3.0 RELEVANT HISTORY**

Application Reference	Description of Proposal	Decision
16/30142/PMIN	Construction of 6x one bedroom flats in line with existing flat with car spaces and garden	Advice Given
17/00618/FUL	6x one bedroom flats	Refused
17/01303/FUL	Development of six self-contained one bedroom flats, alterations to parking layout and improvements to hard landscape (resubmission of 17/00618/FUL - 6x one bedroom flats)	Approved
18/01756/NMA	Non material amendment to change the fenestration approved within planning permission 17/01303/FUL - Development of six self-contained one bedroom flats, alterations to parking layout and improvements to hard landscape (resubmission of 17/00618/FUL - 6x one bedroom flats)	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. Three written

comments of objection have been received from two neighbours stating the following:

- Noise of lorries and deliveries associated with flats (at Fairview Court) that are not finished yet;
- Possible excessive noise;
- Quality of life impacted by constant building works;
- Out of character;
- Fairview Chase is the only access to the St Margaret's estate where 300 houses already cause extra traffic and this would cause more delays for residents;
- This area is unsuitable for a development of this size;
- Overlooking;
- Existing garage block being blocked off causes existing parking on road parking problem;
- Additional buildings replacing the garage block will make parking worse

#### 4.3 EMERGENCY PLANNING:

No objection.

#### 4.4 ENVIRONMENTAL HEALTH:

No objection, subject to condition restricting construction hours and method statement relating to control of dust and wheel washing.

#### 4.5 HIGHWAYS:

Further information required

#### 4.6 LANDSCAPE AND ECOLOGY:

No objections, subject to receipt of a RAMS payment and landscaping condition

#### 4.7 WASTE STRATEGY:

No comments received.

#### 4.8 ENVIRONMENT AGENCY:

No comments received.

#### 4.9 ECC SPECIALIST ARCHAEOLOGICAL ADVISOR:

No recommendations made.

#### 4.10 CADENT GAS:

No objection and recommended informative.

### 5.0 POLICY CONTEXT

#### National Planning Guidance

#### 5.1 National Planning Policy Framework (NPPF)

The NPPF was published on 27th March 2012 with the most recent revision taking place on 20th 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 date<sup>1</sup>, 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 proposed<sup>2</sup>; 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.

<sup>1</sup> 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 ...

<sup>2</sup> 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
5. Delivering a sufficient supply of homes
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

## 5.2 Planning Practice 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 42 subject areas, with each area containing several subtopics. Those of particular relevance to the determination of this planning application comprise:

- Design: process and tools
- Determining a planning application
- Effective use of land
- Fees for planning applications
- Housing needs of different groups
- Housing: optional technical standards
- Making an application
- Flood risk and coastal change
- Housing supply and delivery
- Use of planning conditions

## **Local Planning Policy**

### 5.3 Thurrock Local Development Framework

The Council adopted the “Core Strategy and Policies for the Management of

Development Plan Document” in (as amended) 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:

- CSSP1 (Sustainable Housing and Locations)

#### THEMATIC POLICIES:

- CSTP1 (Strategic Housing Provision)
- CSTP19 (Biodiversity)
- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)
- CSTP27 (Management and Reduction of Flood Risk)

#### POLICIES FOR THE MANAGEMENT OF DEVELOPMENT:

- PMD1 (Minimising Pollution and Impacts on Amenity)
- PMD2 (Design and Layout)
- PMD8 (Parking Standards)
- PMD9 (Road Network Hierarchy)
- PMD12 (Sustainable Buildings)
- PMD15 (Flood Risk Assessment)

#### 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.
- 5.6 Thurrock Borough Local Plan 1997 – Annex 1 – Criteria relating to the control of development in residential areas

## **6.0 ASSESSMENT**

The assessment below covers the following areas:

- I. Principle of the Development
- II. Design and Layout and Impact upon the Area
- III. Provision of a Suitable Residential Environment
- IV. Effect on Neighbouring Properties
- V. Traffic Impact, Access and Car Parking
- VI. Flood Risk
- VII. Ecology
- VIII. Other Matters

### **I. PRINCIPLE OF THE DEVELOPMENT**

- 6.1 The application site lies within a residential area and there are no specific land use constraints in terms of the Core Strategy Proposals Map. Therefore, there are no in principle land use objections to the proposal subject to compliance with relevant Development Management Policies.

### **II. DESIGN AND LAYOUT AND IMPACT UPON THE AREA**

- 6.2 The open car port to the rear of the site is a single storey building with a hipped roof and would be demolished as part of the proposal. The proposed building would be



two storeys in height and feature a gabled roof and be of a design which would suitably reflect the layout and appearance of the existing 'L' shaped building. The existing building on the site at Whitwell Court hosts 10 no. one bedroom flats. There are no detailed design, mass, scale, height, layout and appearance concerns with the proposal.

- 6.3 Whilst the proposal would result in additional built form to an area of land which is currently undeveloped, the wider locality provides a range of residential dwellings and, therefore, there are no concerns in terms of any potential detrimental impacts upon an already built up residential area. In addition, the proposed development would be set back from the footpath running parallel with the eastern boundary by a greater degree of separation compared with the existing adjacent building at Whitwell Court. This would limit the overbearing impact upon the locality and the proposal would not be out of character given the existing development pattern at Whitwell Court and the immediate context.
- 6.4 In addition, during the officer site visit it was noted that the open car port building and associated hardstanding area to the rear of the application site is currently fenced off preventing public access due to, what appears to be, some episodes of fly tipping. Given the current appearance of the site, it is considered that the proposed development would result in an overall positive improvement upon the immediate street scene and wider area and would comply with policies CSTP22, CSTP23 and PMD1 of the Core Strategy.

### III. PROVISION OF A SUITABLE RESIDENTIAL ENVIRONMENT

- 6.5 Each flat would feature a similar and consistent internal layout, albeit with some offering a mirrored arrangement, whereby a separate kitchen and lounge would be provided, bathroom and one bedroom to the rear of the building. It is considered there would be an adequate number of openings for each room where a suitable level of light would be received.
- 6.6 It is noted that the ground and first floor flats positioned at the south end of the building would have a slightly increased gross internal floor area measuring approximately 55sq. metres and 49sq. metres. The remaining four flats would have gross internal floor areas covering circa. 47sq. metres. Built in storage would also be provided throughout all flats. Gross internal floor areas and built in storage across the proposed development would be acceptable given this would be in excess of the minimum floor areas stated in the nationally described space standards for one bedroom, single storey, two person occupancy dwellings.
- 6.7 Whilst the private amenity space provided would serve as a communal area, Council standards would expect an amenity area of 400sq.m to be required in this instance. The same standards state that for one bedroom schemes this provision

can act as part of a landscaped setting. The application site as a whole, except from parking areas and land occupied by buildings, is considered to provide circa. 380 to 400sq.m which would be considered acceptable in this instance.

- 6.8 Given the above, the proposal would provide suitable residential environments for all future occupiers in terms of internal areas, outdoor amenity space and levels of light received into each habitable room complying with policy PMD1.

#### IV. EFFECT ON NEIGHBOURING PROPERTIES

- 6.9 Openings sited within the rear of the proposal would look towards an open area of amenity space and would not result in direct overlooking upon existing flats present within the wider development. Ground and first floor flats positioned at the south end of the building would have openings within the flank which would have an outlook towards open areas of land where no overlooking would be experienced.
- 6.10 Whilst openings within the principal elevation of the proposal would face towards existing residential properties on Fairview Chase adjacent to the site, views would be towards the flank of no. 15 Fairview Chase and the rear gardens of the associated terrace. Due to the separation distance and variation in ground levels along Fairview Chase, whereby the application site is set at a ground lower level, views from these openings would not have an elevated outlook. Therefore, the resulting views would not be considered adverse or detrimental to neighbouring amenity where a loss of privacy or undue overlooking would be experienced. For this reason, the proposal would accord with policy PMD1 and guidance in the RAE.

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

- 6.11 Ten (10) no. open car parking spaces are currently provided throughout the site for the existing 10 flats. As part of the proposal, two single parking spaces would be provided to the front of the site along Fairview Chase served by new vehicle crossovers. In addition, the existing off-street parking provision to the east of the site would be extended to the north and south whereby existing soft landscaping at the north east corner of the site would be reduced. A total of 10 spaces would be provided in this location utilising the existing crossover. A further 4 spaces would be provided to the south of the site, also using an existing crossover. In total, 16 off-street parking spaces would be provided for the entire site, which would equate to one parking space per unit.
- 6.12 The level of parking provision could be considered as being at the lower end of the acceptable minimum requirements as set out in the Council's adopted Parking Standards with regards to providing visitor parking. The adopted Parking Standards would expect the application site to provide between 15 and 22.5 off street parking

spaces in total serving the entire Whitwell Court development. A total of 16 parking spaces would be provided. However, the proposed scheme is identical to the approved 2017 scheme which only recently lapsed and which also sought to provide 16 parking spaces. Although the Council adopted its Parking Standards in 2022, the parking standards applied in the previously approved scheme were largely the same as those used in assessing the current application, and sought a provision of 15 to 18.75 spaces.

- 6.13 Given the above, it is therefore considered that the proposal would be in accordance with the adopted parking standards, and where there cannot be an objection to the level of parking provision. In addition, the two new vehicle crossovers proposed would not require additional planning permission and an Informative has been included referencing the requirement for highways consent from the Highways Authority.
- 6.14 The proposals indicate that a secure cycle store, motorcycle bay and designated refuse bin enclosure would be provided, in line with policy requirements and will be secured via appropriate planning condition. It has also been confirmed by the applicant that two electric charging bays would be incorporated within the proposed parking layout, with the option of extending this to one further bay should the need arise, which is above policy requirements. This could also be secured via condition.
- 6.15 Given there are no material changes proposed on site in relation to parking and access arrangements in comparison to the previously approved scheme, it is considered the proposals would be acceptable with regards the parking and highways impacts subject to appropriate conditions.

## VI. FLOOD RISK

- 6.16 Council mapping tools and the Environment Agency's online flood mapping tool for planning indicate that across the entirety of the site, only the very south eastern corner is located in flood zone 3, with the remaining area located in flood zone 1. Given the positioning of the proposed development on site falls within flood zone 1, the Council's Emergency Planning Officer has no comments or objections to make in relation to this application. The application is considered to comply with policy CSTP27 in relation to flood risk.

## VII. ECOLOGY

- 6.17 NPPF para. 174 requires all development to "*minimise impacts on and provide net gains for biodiversity,*" and para. 180 sets out that "*if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative*

*site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.”*

- 6.18 The site is within the Essex Coast RAMS Zone of Influence and the proposed development falls within the scope of the RAMS as relevant development. Without mitigation the proposed development is likely to have a significant effect on the Thames Estuary and Marshes Special Protection Area. To avoid the developer needing to undertake their own individual Habitat Regulations Assessment the Essex Local Planning Authorities within the Zones of Influence have developed a mitigation strategy to deliver the measures to address direct and in-combination effects of recreational disturbance on SPA. A tariff to fund the mitigation, which is payable for all additional new units is currently set at £156.76 per unit. Therefore, it is necessary for the Council to apply a tariff of £940.56 as the proposed scheme would result in the net increase of 6 units. This would ordinarily be secured via appropriate legal agreement, however, in this instance the applicant has already provided the mitigation. The proposals are considered acceptable with regard to ecology impacts.

#### VIII. OTHER MATTERS

- 6.19 One comment of objection has been received from a neighbour close to the application site, raising concerns regarding the potential increase in vehicles accessing the site during construction, impacts on the quality of life of nearby neighbours and the problems already experienced as a result of the flat development at Fairview Court, opposite the site. These comments are acknowledged, and it is noted that the Council's Environmental Health Officer has been consulted but raises no objections to the proposals subject to appropriate planning conditions in relation to the submission of a Construction Environment Management Plan, and the restriction on construction hours given the residential character of the area. Subject to these conditions it is considered that the construction of the proposals would be suitably controlled and not result in any unacceptable detriment to neighbours in the locality.
- 6.20 Objections regarding existing on street parking and the impact such a development would have on the area have been considered, and as detailed in paragraph 6.13, the proposed parking arrangements would be policy compliant whereby a refusal on parking grounds could not be justified.
- 6.21 The Council's Landscape and Ecology Advisor has provided comment on this scheme. It has been noted that the proposal would result in the removal of an existing parking area and a reduction to the level of private amenity space available to existing residents. However, the parking area is currently in a poor condition, meaning this would be improved upon and the degree of amenity space retained would remain to fall within Council requirements. It is noted that specific soft and

hard landscaping details including boundary treatments have not been provided, and it has been recommended that a landscaping condition be included whereby details of new planting, materials and boundary treatment be submitted for approval, to ensure an appropriate level of landscaping is retained at the site.

- 6.22 The Landscape and Ecology Advisor also commented that as exterior lighting would not be included within the elevation facing towards the adjacent Grovehouse Wood Nature Reserve it is unlikely the proposal would result in any adverse impacts upon this area.

## **7.0 CONCLUSIONS AND REASONS FOR APPROVAL**

- 7.1 The proposal would be suitably sited within a residential area where no in principle objections would be raised. The design, scale, mass, layout and appearance of the development would be acceptable. On balance, the level of parking provision and access arrangements would be acceptable. The proposal would not result in any detrimental or unacceptable impacts upon the amenity of nearby neighbouring occupiers.
- 7.2 In addition, the proposal is identical to a previously approved scheme (application ref: 17/01303/FUL). Although the previously granted permission has now expired, the Local Plan used in assessing the previous application remains current, and has therefore been used to assess the current application. The grant of consent under 17/01303/FUL established the principle of the development and represents a material consideration that has been given significant weight in the assessment leading to the recommendation below.

## **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:

<b>Plan Number(s):</b>		
Reference	Name	Received
1 of 5	Proposed	22nd December 2022
2 of 5	Proposed	22nd December 2022
3 of 5	Proposed	22nd December 2022
4 of 5	Block Plan	22nd December 2022
5 of 5	Site Plan	22nd December 2022
(No Nos.)	Location Plan	19th January 2023
(No Nos.)	Vehicle Tracking	14th February 2023

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

### **MATCHING MATERIALS**

- 3 Notwithstanding the information on the approved plans, the materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used on the external finishes of the existing buildings.

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 [2015].

### **SITE LEVELS**

- 4 No development shall commence until details of existing and finished site levels, finished external surface levels, and the finished floor level of the buildings and sports facilities hereby permitted have been submitted to and approved by the local planning authority. The development shall be implemented in accordance with the agreed details.

Reason: In order to safeguard the amenities of neighbouring occupiers and 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).

### **SOFT AND HARD LANDSCAPING SCHEME**

- 5 No development shall take place until full details of both hard and soft landscape works to be carried out have been submitted to and approved in writing by the local planning authority. These details shall include the layout of the hard landscaped areas with the materials and finishes to be used and details of the soft landscape works including schedules of shrubs and trees to be planted, noting the species,

stock size, proposed numbers/densities and details of the planting scheme's implementation, aftercare and maintenance programme. The hard landscape works shall be carried out as approved prior to first occupation of the development hereby approved unless otherwise first agreed in writing by the local planning authority.

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 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 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.

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 [and PMD6] of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

## **BOUNDARY TREATMENTS**

- 6 Prior to the occupation of an of the flats hereby approved, details shall be submitted relating to the proposed boundary treatments for the site. Such details, as approved in writing, shall be completed prior to the first use or operation of the development and shall be retained and maintained as such thereafter.

Reason: In the interests of visual amenity and to ensure that the proposed development is integrated with its surroundings in accordance with policy PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

## **ACCESS DETAILS**

- 7 Prior to occupation of the development details of the layout, dimensions and construction specification of the proposed accesses to the highway shall be submitted to and approved in writing by the Local Planning Authority. The proposed accesses shall be implemented before first occupation of the development hereby permitted.

Reason: In the interests of highway safety and amenity in accordance with policies PMD2 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

## **SITE SPLAYS**

- 8 Prior to occupation of the development hereby permitted sight splays measuring 1.5 metres x 1.5 metres measured from the back of the footway shall be laid out each side of the proposed accesses. The sight splays shall thereafter be permanently maintained free of any obstruction [exceeding 600mm high when measured from the level of the adjoining highway carriageway].

Reason: In the interest of highway and pedestrian safety, in accordance with policies PMD2 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

## **PARKING PROVISION**

- 9 The development hereby permitted shall not be first occupied with connection to utility services until such time as the vehicle parking area shown on the approved plans, has been hard surfaced, sealed and marked out as shown on the approved plans. The vehicle parking area(s) shall be retained in this form at all times thereafter. 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.

Reason: In the interests of highway safety and to ensure that adequate car parking provision is available in accordance with policies PMD8 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

## **ELECTRIC VEHICLE CHARGING POINTS**

- 10 The development shall not be occupied until two electric vehicle charging points have been implemented in accordance with the approved details shown in figure 3 of the drawing showing vehicle tracking, received on 10 February 2023, at parking bays 12 and 13 (with a passive provision at bay 11) and retained in full working order permanently thereafter.

Reason: To reduce reliance on the use of fossil fuelled private cars, in the interests of sustainability in accordance with Policy PMD8 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

## **CYCLE PARKING**

- 11 The secure cycle parking and powered two wheelers facilities as shown on the approved plan(s) to this permission shall be provided prior to the first occupation of



the dwellings and retained for such purposes thereafter.

Reason: To reduce reliance on the use of private cars, in the interests of sustainability, highway safety and amenity in accordance with Policies PMD2 and PMD8 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

### **REFUSE AND RECYCLING STORES**

- 12 The refuse and recycling storage areas as shown on the approved plan(s) to this permission shall be provided prior to the first occupation of the flats and retained for such purposes thereafter.

Reason: In the interest of protecting surrounding residential amenity and in accordance with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

### **HOURS OF CONSTRUCTION**

- 13 No demolition or construction works in connection with the development shall take place on the site at any time on any Sunday or Bank / Public Holiday, nor on any other day except between the following times:

Monday to Friday	0800 – 1800 hours
Saturdays	0800 – 1300 hours

Unless in association with an emergency or the prior written approval of the local planning authority has been obtained. If impact piling is required, these operations shall only take place between the hours of 0900 - 1800 hours on weekdays.

Reason: In the interest of protecting surrounding residential amenity and in accordance with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

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

- 14 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) Hours of use for the construction of the development

- (b) Hours and duration of any piling operations,
- (c) Wheel washing and sheeting of vehicles transporting loose aggregates or similar materials on or off site,
- (d) Details of construction any access or temporary access, and details of temporary parking requirements;
- (e) Location and size of on-site compounds [including the design layout of any proposed temporary artificial lighting systems];
- (f) Details of any temporary hardstandings;
- (g) Details of temporary hoarding;
- (h) Details of the method for the control of noise with reference to BS5228 together with a monitoring regime;
- (i) Measures to reduce vibration and mitigate the impacts on sensitive receptors together with a monitoring regime ;
- (j) Measures to reduce dust with air quality mitigation and monitoring,
- (k) Measures for water management including waste water and surface water discharge;
- (l) A method statement for the prevention of contamination of soil and groundwater and air pollution, including the storage of fuel and chemicals;
- (m) Details of a procedure to deal with any unforeseen contamination, should it be encountered during development;
- (n) A Site Waste Management Plan,
- (o) Details of security lighting layout and design; and
- (p) 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].

**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 address shown below before undertaking such works.

Chief Highways Engineer,  
Highways Department,  
Thurrock Council,  
Civic Offices,  
New Road,  
Grays,  
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](http://www.thurrock.gov.uk/planning)

