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Rob Tinlin
Interim Chief Executive

AGENDA

Committee: DEVELOPMENT MANAGEMENT

Date and Time: Tuesday 5th July 2022 at 7.00pm

Venue: Council Chamber, Council Offices

N.B. This meeting will be webcast live on the internet.

Membership: Councillors Greig (Chairman), Acott, Anderson, Barton-Brown, Bowker, Hart, C. Mumford, Skipp, Taylor and J. Thornton.

Substitutes: Councillors Fuller, Riley, Savage, A. Thornton and Withers.

Canvey Island Town Councillor: S. Sach

**Officers attending: Mr Stephen Garner – Planning Manager
Ms Kim Fisher-Bright – Strategic Developments Officer
Mr Jason Bishop – Solicitor to the Council
Mr David Bland – Chartered Legal Executive Lawyer**

Enquiries: Miss Cheryl Salmon, ext. 2454

PART I (Business to be taken in public)

1. Apologies

2. Members' Interests

3. Minutes

A copy of the Minutes of the meeting held on 14th June 2022 is attached.

4. Public Speakers

The Chairman will announce the names of those persons who wish to speak in support /objection under Agenda Item No. 5 (if any).

5. Deposited Plans

The report is attached.

	Application No	Address	Page No
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DEVELOPMENT MANAGEMENT COMMITTEE

TUESDAY 14th JUNE 2022

PRESENT: Councillors Greig (Chairman), Acott, Anderson, Barton-Brown, Bowker, Hart, Taylor and J. Thornton.

SUBSTITUTE MEMBERS PRESENT: Councillors Riley for Councillor C Mumford and Councillor A. Thornton for Councillor Skip

CANVEY ISLAND TOWN COUNCIL: Councillors S Sach and Harvey

ALSO PRESENT: Councillors Cole, Fuller, MacLean and Savage also attended.

APOLOGIES: Apologies for absence were received from Councillors C Mumford and Skipp.

1. MEMBERS' INTERESTS

None

2. MINUTES

The Minutes of the meeting held on 5th April 2022 were taken as read and signed as a correct record.

3. PUBLIC SPEAKERS

The following speakers for Agenda Item 1 were announced:

Mr Fortt in objection

Ms Simpson in support on behalf of the applicant

Councillor Mountford, Ward Member

Councillor MacLean, Ward Member

4. DEPOSITED PLANS

21/1137/FUL – LAND REAR OF 248 HART ROAD THUNDERSLEY BENFLEET ESSEX SS7 3UQ (CEDAR HALL WARD) - DEMOLISH EXISTING BUILDING AND STABLES AND CONSTRUCT 44. AFFORDABLE DWELLINGS INCLUDING OPEN SPACE, PLAYSPACE, LANDSCAPING AND ASSOCIATED ACCESS, INFRASTRUCTURE AND PARKING ARRANGEMENTS – L & G AFFORDABLE HOMES

The site encompassed some 1.7ha of land on the south side of Hart Road, comprising the curtilage of No. 248 Hart Road, located immediately to the east of the Cedar Hall School. It was proposed to demolish the existing dwelling and provide 44 two and three bedroomed affordable housing units. Each dwelling would be provided with parking and access provision. Vehicular access to the site would be from Hart Road. Within the site non-vehicular access would be provided

to the southern and eastern boundaries of the site to facilitate pedestrian access to the wider allocated site with the potential for proposed internal roads to be extended to the east to serve adjoining land if required. The scheme included provision of communal open space; an attenuation basin; playspace, soft and hard landscaping and ecological enhancements focussed on the southern end of the site.

The Planning Officer reported that consideration of the proposal under the provisions of the National Planning Policy Framework (NPPF) and adopted Local Plan identified that the proposal constituted inappropriate development in the Green Belt. Prima facie the proposal should therefore attract a recommendation of refusal. However, harm to the Green Belt could be outweighed by very special circumstances.

It was the view of officers that very special circumstances, sufficient to outweigh the harm to the Green Belt, could be identified in this case as follows:

- (i) Castle Point had a significant unmet need for housing which analysis had confirmed could not be fully met from within the urban area and must therefore, in part, be satisfied in areas beyond the urban edge.
- (ii) The site was allocated for residential purposes in the New Local Plan within Policy HO20. The Local Plan allocation was based on a detailed assessment of the strategic value of the site to the Green Belt and the requirement to identify sufficient land to meet identified housing needs.
- (iii) Detailed analysis of the wider HO20 site, within the context of the preparation of the Local Plan, identified that release of HO20 would give rise to limited harm to the objectives of the strategic Green Belt.
- (iv) This assessment had been found sound by the Inspector appointed to determine the soundness of the Local Plan.
- (v) The proposal met the Master Plan requirements of HO20 of the New Local Plan and would not prejudice the development of the remainder of the allocation in accordance with the policy
- (vi) The proposal sought to provide 100% affordable housing for which there was a significant unmet need in the Borough.
- (vii) The proposal would result in a significant increase in the biodiversity value of the site.

The weight that may be attached to those circumstances was considered to outweigh the harm to the Green Belt at the location. Whilst it was acknowledged that the Council had resolved not to adopt the Plan the evidence underpinning the Plan remained valid. No objection was therefore raised to the proposal on the basis of Green Belt policy. The proposal also satisfied all relevant policies within the adopted and New Local Plans and satisfied all relevant Residential Design Guidance.

It was stated that if the Committee resolved to approve the application it should be noted that by virtue of the provisions of the Town and Country Planning

(Consultation) (England) Direction 2021, the application was identified as one which needed to be referred to the Secretary of State, in order that he might consider whether this was an application he wished to call in for his own determination.

The application was recommended for approval subject to referral of the application to the Secretary of the State and his notification to the Local Authority that he did not wish to call the application in for his own determination and the applicant being willing to enter into a S106 Agreement as set out in the report.

Following the Planning Officer's report:

Mr Fortt, spoke in objection to the application

Ms Simpson, on behalf of the applicant , spoke in support of the application.

Councillor Mountford, a Ward Member, spoke in objection to the application.

Councillor MacLean, a Ward Member, spoke in objection to the application

In response to questions from the Committee the Planning Officer explained that there had been no objection from Essex County Council Highways to the vehicular access to the site from Hart Road, approval of this application would not prejudice the remainder of site HO20 or set a precedent for other applications, each application should be considered on its own merit. If the application was refused and the applicant was successful in an appeal it was possible that some of the benefits of the scheme could be lost. The trees on the site were not of sufficient quality to warrant a Tree Preservation Order however the landscaping scheme sought to compensate for the loss of trees incurred by the proposal.

During debate of the application a Member expressed his support for the proposal. Other Members felt that the application was premature in the context of HO20 and that it constituted inappropriate development in the Green Belt. Reference was made to paragraph 48(b) of the NPPF which stated that local planning authorities *"may give weight to relevant policies in emerging plans according tothe extent to which there are unresolved objections"* and some Members felt there were unresolved objections to the application.

A vote was taken on the recommendation of approval that had been moved by the Chairman and the application was not approved.

An alternative motion was requested by the Chairman. Councillor Hart proposed and Councillor J Thornton seconded that the application be refused. A vote was taken on the alternative motion and it was:

Resolved –That the application be refused on the grounds of prematurity and because it constitutes inappropriate development in the Green Belt contrary to the 1998 Local Plan.

5. 22/0172/ADV – WATERSIDE FARM SPORTS CENTRE, SOMNES AVENUE, CANVEY ISLAND, ESSEX, SS8 9RA (CANVEY ISLAND WEST WARD) – 1 FASCIA SIGN ON FRONT ELEVATION OF BUILDING – CASTLE POINT BOROUGH COUNCIL

Advertisement consent was sought for the display of window vinyls to promote a soft play facility at the leisure centre. In all the circumstances the proposal was not felt to be visually detrimental to the surrounding area and no reasons for refusal could be found. The proposal was therefore recommended for approval.

The application was presented to the Committee as the Council owned the building to which the proposed advertisements would be affixed.

During discussion Members expressed their support for the proposal and it was:

Resolved Unanimously – That advertisement consent be granted.

Chairman

ITEM 1

Application Number:	22/0320/FULCLO
Address:	Land To The East Of Eastern Esplanade And To The South Of Athol Close Canvey Island Essex SS8 7PR (Canvey Island East Ward)
Description of Development:	Temporary construction compound area to support the works to the revetment at Canvey Island
Applicant:	Environment Agency
Case Officer	Mr Stephen Garner

Summary

The proposal seeks consent for the siting of a temporary construction compound area to the east of Eastern Esplanade and south of Athol Close to support renewal and upgrade works to 3.2km of revetment along the southern shoreline of Canvey Island. The renewal and upgrade works to the revetment are in order to maintain and improve this stretch of Canvey Island's tidal flood defences.

Subject to relevant and necessary conditions where appropriate, the proposal is considered to be consistent with national and local policy and the proposal is therefore recommended for APPROVAL.

This case is presented to committee because the council is the landowner.

Site Visit

It is recommended that members visit the site prior to determination of the application.

Introduction

The Environment Agency intend to undertake refurbishment and replacement works to the seawall on the southern and eastern coast of Canvey Island. These works will be undertaken under permitted development rights enjoyed by the EA under Class D of Part 13 of the General Permitted Development Order 2015. Such works do not require the formal consent of this Authority.

To support such works, it will be necessary for a series of storage compounds to be formed. These compounds do require the consent of this Authority and are the subject of a series of reports attached to this Agenda.

This report is primarily concerned with the application for the Main Compound area and Satellite Compound 3 (SC3) as a combined site, proposed to be located at the eastern end of Eastern Esplanade, south of Athol Close.

However, to provide the context for this application, it should be noted that five compounds are proposed in total as indicated in the figure below, along the southern shoreline of Canvey Island.



All compound sites have been selected following a consultation process in 2021 aimed at local residents and businesses that was as comprehensive as possible within government COVID-19 guidelines for engagement. The selection strategy has regard to former compound and storage areas used in the late 1970s and early 1980s when the existing tidal defences were constructed, minimal disruption to residents, businesses, and the existing road network, whilst at the same time providing the necessary access to the working areas for these essential works to the flood defence infrastructure. Therefore, all compound locations are situated on the southern or eastern sides of existing roads to provide the most efficient access route to the tidal defences. This removes the need for any traffic management (such as temporary traffic lights) on local residential roads. The compound areas have been designed to utilise the minimum possible area whilst keeping them operational and functional.

It is proposed that the project be delivered utilising one main compound, three satellite compounds and a materials storage area along the southern frontage. This provision has been made based on the duration of the works, extensive working area and material requirements. Due to the linear nature of the assets being worked on, the intent is that the main compound area be as close to the centre as possible, with satellite compounds spread along the length of the tidal defences up and removed based on the programmed revetment works location and progress.

A key aspect of the works which the smaller compounds will be required for is the main body OSA/LSA (Open Stone Asphalt/Lean Sand Asphalt) work which requires temperature-controlled storage and regulation to ensure a good quality finish along the revetment. The delivery and storage of this material closer to the works areas is critical to maximising the time from delivery to laying.

The Application Site

The main compound and Satellite Compound 3 (SC3) will be located south of Athol Close and at the eastern end of Eastern Esplanade. It has an area of some 6625m² and is scheduled to be operational for a period of some two and a half years following commencement of the works.

The site is currently a flat, grassed area of public open space. To the north of the site is a footpath serving the frontages of properties on Athol Close, whilst to the west is the side of a property

fronting Eastern Esplanade and the rear garden of a property fronting Beach House Gardens. This same site was used as a materials storage area during the late 1970s when the existing tidal defences were constructed.

To the east of the site is a children's playground and balancing pond, and to the south of the site is a public footpath stretching between Eastern Esplanade and Marine Parade. There are a number of picnic benches situated just to the north of footpath. Further to the south of the footpath is the embankment top of the seawall where other footpaths run along the top of the revetment on both the land and seaward sides.

The Proposal

The proposal seeks consent for the siting of a temporary construction compound area to support renewal and upgrade works to 3.2km of revetment along the southern shoreline of Canvey Island.

It is proposed that the main welfare, site offices and material storage areas will be within the main compound which will act as the hub and provide necessary facility requirements based on the number of operatives, nature of the works and duration for the scheme. In addition, the main compound will facilitate some concrete works areas for both proposed concrete works and general prefabrication works.

The combined main compound and SC3 will comprise of the following elements:

- o A security gate house
- o Staff and contractor parking, including overflow parking
- o Electric Vehicle Charge Points
- o An 8-bay single storey modular office unit
- o An 8-bay single storey modular welfare unit
- o Stores unit area (4 units)
- o A hardstanding area for plant and materials storage, precast working area, OSA/LSA (Open Stone Asphalt/Lean Sand Asphalt) transfer area
- o A 2-way access road
- o A topsoil storage bund
- o Parking areas surfaced to maintain low dust level

The main compound and SC3 will also include surface water drainage and temporary storage provisions to ensure no additional surface water runoff from the site.

The compound area will be enclosed by a solid 2.4m high hoarding to the west, north and east, apart from the access points, with Heras/chain link type fencing to the south.

LED lighting is proposed to be mounted to the inside of the hoardings and on some of the modular single storey buildings, facing down into the compound area.

This compound area is proposed to be established by April 2023 and is expected to be in place until summer 2025.

Supplementary Documentation

In addition to numerous drawings, this application is supported by a number of supplementary planning documents:

- o Design and Access Statement
- o Construction Traffic Management Plan
- o Construction and Environmental Management Plan
- o Transport Statement
- o Drainage Strategy for Temporary Works Compounds
- o Indicative Lighting Design
- o Preliminary Ecological Appraisal
- o Site Waste Management Plan
- o Flood Response Plan

Planning History

Comprehensive pre-application engagement with the Environment Agency and the TEAM2100 project team has taken place since 2018.

Related Applications			
Application No.	Location	Proposal	Determination
22/0298/CLP	Land Between Thorney Bay in the West and A Point South of The Island Yacht Club in The East, Thorney Bay	Replacement and widening of floodgates; widening of the maintenance access track on the riverward side of the seawall at certain locations; replacement of all the concrete steps that lead down the revetment to the foreshore and maintenance track repairs (landward side of seawall); replacement of the concrete apron around the Concorde Cafe and the access ramp down to the foreshore; temporary ramps; Landscape, amenity and habitat opportunities associated with the required works	Certificate of Lawfulness of Proposed Development – Granted 30 th May 2022
22/0302/FULCLO	Wooden Park Thorney Bay, Canvey Island	Temporary construction compound area to support the works to the revetment at Canvey Island	Not yet determined
22/0300/FULCLO	Land Located to the East of Marine Parade and Beveland Road, Canvey Island	Temporary construction compound area to support the works to the revetment at Canvey Island	Not yet determined
22/0299/FULCLO	South of Western Esplanade West of The	Temporary construction compound area to support	Not yet determined

	Welcome Hut, Canvey Island	the works to the revetment at Canvey Island	
22/0301/FULCLO	Western Part of the Existing Eastern Esplanade Car Park and South of The Eastern Esplanade Bandstand Area, Canvey Island	Temporary construction compound area to support the works to the revetment at Canvey Island.	Not yet determined

Local Plan Allocation

Public Open Space

Relevant Policies and Government Guidance

NPPF National Planning Policy Framework (2021)

NPPG National Planning Practice Guidance

Adopted Local Plan (1998)

EC2 Design

EC3 Residential Amenity

EC4 Pollution

EC7 Natural and Semi-Natural Features in Urban Areas

T8 Parking Provision

RE12 Public Rights of Way

Residential Design Guidance (2013)

RDG3 Building Lines

RDG5 Privacy and Living Conditions

Essex Parking Standards September 2009 (Adopted June 2010)

Consultation

Anglian Water

Below threshold (500m² building footprint) for comment

Cadent Gas

No objection but informative proposed

Calor Gas

No comments received

Canvey Island Town Council

No comments received

CPBC Environmental Health

No objection to the proposal subject to the implementation of two conditions regarding noise and light pollution in order to protect the amenity of occupiers of surrounding residential premises.

CPBC Legal Services

No objection, however, proper licenses to use council land should be in place before the proposed compound area is used.

CPBC Planning Policy

No comments received

CPBC Streetscene

No comments received

Environment Agency

No objection

Essex & Suffolk Water

No comments received

Essex Highways

No objection to the proposal subject to the implementation of a number of conditions where relevant and necessary.

Essex Fire and Rescue

On 8th June Essex Fire and Rescue noted that not all areas of the site could be accessed within a radius of 45m by their fire service appliances.

Port of London Authority

No objection

Essex Wildlife Trust

No comments received

Health & Safety Executive – Land Use Planning Team

No comment

Health & Safety Executive – Explosives Inspectorate

No comment

Lead Local Flood Authority

The Lead Local Flood Authority (LLFA) issued a holding objection on 8th June based on the following reasons:

- o The documents submitted omit the drainage modelling outputs, which are required for a full application.
- o The calculations for the Main Compound indicate that the flotation forces grossly outweigh the loading forces. Ground water levels and cabin weights required to demonstrate the stability of the drainage provision.

Following submission of further details, the LLFA removed its holding objection on 15th June and raised no objection to the proposal based on the implementation of conditions where relevant and necessary.

Public Consultation

In addition to letters sent directly to local residents adjacent to the site, site notices were posted in the local area to publicise the proposal. Thirteen objection comments have been received from eight different addresses making the following comments:

- o Noise, air and light pollution
- o The proposal will dominate properties on Athol Close and Leigh Beck Lane
- o Lack of privacy
- o Damage to the green and road surfaces
- o Loss of amenity
- o Increased traffic and parking
- o A workforce of 130 is proposed with only parking for 92 vehicles which will increase parking pressure on the surrounding area
- o There is no access for emergency services with the boundary so close to properties on Athol Close and Leigh Beck Lane
- o This is a safe recreational area for families and dog walkers
- o Mental health concerns of homeowners and children
- o Respiratory health conditions
- o There are bats that use this area contrary to the ecological appraisal which dismisses the issue of bats
- o Poor public consultation attendance in September 2021
- o Potential for damage to be caused to nearby residential properties
- o There is a covenant on the land preventing building works
- o Refuse and recycling vehicles already find access to properties on the island difficult
- o There is a failure to explore suitable alternative locations
- o The compound would be best placed on the green in front of the football club
- o The compound should not be located so close to residential properties and should be at Charfleets, Roscommon Way or at Morrisons where there is more space and it is further away

Comments on Consultation Responses

The public consultation during September 2021 referred to in the supporting documents was carried out by the applicant (Environment Agency). Over 200 properties adjacent to the proposed site were identified and written to inviting residents to a selection of virtual online meetings to meet the project team, learn about the works and compounds and ask any questions. Castle Point Borough Council as the landowner was also consulted on the proposal. It was not in collaboration with, or a requirement imposed by the local planning authority and was undertaken by the applicant in the hope of addressing and ameliorating residents' concerns at an early stage of the design process.

Damage caused to properties because of the proposed site compound and associated works is a civil matter between the parties involved.

Any covenants that may exist on the land are not a material planning consideration and do not alter whether permission is granted or refused.

It should be noted that there is no right to a view across neighbouring land and no objection is raised to the proposal on this basis.

The objection raised by Essex Fire and Rescue would be addressed under Building Regulations.

All material concerns raised will be considered in the evaluation of this proposal.

Evaluation of Proposal

The starting point for determining a planning application is the National Planning Policy Framework (NPPF) and those saved policies within the council's Adopted Local Plan (1998), alongside supporting policy documents and supplementary planning documents (SPDs).

It is important to note that this application seeks consent only for the site compound and associated works to create the site compound. Works relating to the seawall and revetment have been found to constitute permitted development and are not part of the consideration of this proposal.

Principle

Section 70 of the Town and Country Planning Act 1990 and section 38 of the Planning and Compulsory Purchase Act 2004 require applications to be determined in accordance with the development plan unless there are clear and convincing material considerations that indicate otherwise.

National Planning Practice Guidance advises that the NPPF is a material consideration that must be taken into account where it is relevant to a planning application. This includes the presumption in favour of sustainable found at paragraph 11 of the Framework:

- o *“approving development proposals that accord with an up-to-date development plan without delay; or*
- o *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁸, granting permission unless:*
 - i. *the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed⁷; or*
 - ii. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.”*

The area is allocated within the adopted Local Plan as public open space. The proposed development is inconsistent with that use and *prima facie*, the proposal should attract a recommendation of refusal on the basis of the loss of open space.

However, whilst the retention of the land as an open space is important to serve the recreational needs of local residents, it is also important to consider the detail and benefits of the proposal.

Firstly, the proposal is for a temporary site compound which would be in situ for approximately two and a half years. This is not a permanent loss of public open space and once the works are completed the site compound will be removed and the site returned to its former condition.

Secondly, the provision of appropriate compounds is essential to the Environment Agency's ongoing programme of refurbishment and replacement of Canvey Island's tidal flood defences which are necessary to ensure the continued protection of residents, businesses and properties on the island from tidal flooding. This weighs heavily in favour of the proposal.



Areas of proposed refurbishment works

Despite its temporary nature, it would still be in situ for approximately two and a half years. Therefore, it is also important to consider whether there are any alternative sites which are more suitable and would not rely on an area of public open space.

There are specific requirements which need to be met for the main site compound which take into account criteria such as proximity to the seawall, impact on the road network, impact on local residents and the physical space requirements.

As the main compound a relatively large area is required in close proximity to the seawall. Alternative sites were reviewed to the west of the island (to the south of Roscommon Way) as well as on Western Esplanade but were discounted by the applicant due to distance from the work site, which would generate more plant and vehicle movements each day to reach the seawall causing additional disruption to the road network and disturbance to local residents, increased carbon emissions and extend the construction programme. Utilising the Canvey Central Park by the Labworth was also discounted due to it being situated within the key amenity frontage and having a subterranean drainage system which would likely be damaged by the heavy machinery operating above.

Suggestions have been made that the site would be better located on the field behind the football pitch, however, this is served by smaller roads and would likely result in greater disruption to the island's road network, leading to increased traffic passing through small residential streets.

Furthermore, there would be increased vehicle trips between the site and the seawall either along existing roads or over part of the public open space.

The chosen location is the preferred option for the applicant as it provides the necessary free space immediately adjacent to the works area. Furthermore, this location was previously used as a materials storage area in the late 1970s to construct the existing tidal defences. The location will minimise vehicle and plant movements on local roads and associated traffic management works such as temporary traffic lights and is located centrally along the length of revetment the works will be taking place over. It would therefore provide accessibility both to the east and west, whilst minimising wider disruption.

Even if the main site compound were not located here, a sizeable satellite compound would still be required in this location in order to facilitate the works to the tidal flood defences at the eastern end of the island.

It is considered that the applicant has examined all available reasonable alternative sites and that the preferred site is most appropriate for the requirements of the works. This alongside the wider public benefits associated with the proposed works in providing protection against tidal flooding for the whole of Canvey Island weighs heavily in favour of permitting the temporary site compound. Whilst the proposal would result in the temporary loss of public open space, the wider public benefit arising from its use as a compound to support flood defence works outweigh the temporary harm to recreational provision.

No objection is therefore raised to the principle of such provision at this location.

Design and layout

Policy EC2 of the council's adopted Local Plan seeks a high standard of design in all developments. In particular, regard is to be given to the scale, density, siting, design, layout and external materials of any development, which shall be appropriate to its setting and which should not harm the character of its surroundings. This is consistent with paragraphs 128 and 130 of the NPPF.

The proposed scheme is for a temporary site compound, so opportunities to incorporate a high standard of design are somewhat limited. However, in an attempt to improve the external appearance of the site compound, it is proposed to erect 2.4m solid hoarding to the northern, eastern and western sides to screen the content of the site compound from residential properties and to provide an element of security to the equipment and materials stored within the compound. Heras fencing to a height of 2.4m is proposed to the southern side of the compound to provide easy access to the seawall.

Opposite properties on Athol Close and Leigh Beck Lane it is proposed to install seasonal flower boxes and decorative "leaf effect" hoarding panels, whilst to the east of the site adjacent to the children's playground there are proposed to be some artistic panels installed on the hoarding.

The proposed hoarding will be located to facilitate pedestrian access around the compound in all directions so to minimise impacts to local residents' pedestrian movements.

This type of fencing arrangement is not uncommon on construction sites/compounds and within the context of the proposed use and area it is not considered to be of an unacceptable design, as

providing no screening to the compound would detract from the appearance of the wider area to a far greater degree. Attempts have been made to improve the general appearance of the hoarding and site as a whole and no objection is therefore raised to the proposal on this basis.

Impact on residential amenity

Policy EC2 considers the impact of development on neighbouring residents.

Whilst this is a proposal for a non-residential form of development and therefore the content of the supplementary Residential Design Guidance document does not directly apply, given that the proposal would have the potential to impact upon residential properties, it provides a reasonable starting point from which to assess the proposal.

RDG3 requires development to not result in excessive overshadowing or dominance to any elevation of an adjoining property.

The proposed hoarding would be located some 7.5m to the east of No.287 Eastern Esplanade, 4.0m to the east of No.2 Athol Close, 7.0m south of properties on Leigh Beck Lane and in excess of 10m to the south of properties on Athol Close.

Given the degree of separation between residential properties and the proposed site compound hoarding, it is not considered that the proposal would result in excessive levels of overshadowing or dominance to neighbouring residential properties and no objection is raised to the proposal on this basis.

Objections have been received stating that the proposal will result in a loss of privacy. The entire development is of a single storey nature and the content of RDG5 does not provide prescriptive guidance covering single storey development. The site is currently public open space which affords uninterrupted views into nearby residential properties; however, it is acknowledged that permitting this proposal would likely intensify the use and number of people in the area, therefore having the potential to increase the perception of a loss of privacy. To address this, all sides of the site which face onto residential properties are proposed to have a solid 2.4m tall hoarding preventing views of residential properties from within the site compound. It is considered that this adequately addresses concerns regarding overlooking and loss of privacy.

Policy EC3 of the adopted Local Plan states that development proposals which would have a significant adverse effect upon the residential amenity of the surrounding area by reason of traffic, noise, fumes or other forms of disturbance will be refused.

Policy EC4 of the adopted Local Plan seeks to ensure that development proposals which would have a significant adverse effect on health, the natural environment, or general amenity by reason of releases of pollutants to water, land or air, or by reason of noise, dust, vibration, light or heat will be refused.

The proposed site compound presents the opportunity for an impact on residential amenity by reason of additional traffic, noise, air and light pollution.

The scheme proposes a site compound which will accept deliveries of materials and heavy machinery which would generate additional traffic, noise and air pollution within the local area.

Lighting is also proposed within the site compound, attached to the internal walls of the compound hoarding and angled downwards.

The applicant has submitted a Construction and Environmental Management Plan which sets out the baseline noise measurements which have been undertaken and acknowledges that during the evening specifically, construction noise is likely to exceed baseline levels. However, the document sets out a series of mitigation measures to minimise disturbances wherever possible. Such measures include:

- o Temporary noise screens or enclosures
- o Utilisation of mains utilities rather than noisy generators
- o Restriction of deliveries and movement of equipment to normal working hours where possible
- o Speed restrictions of vehicles to prevent vibrations to nearby houses
- o Turning off plant and equipment when not in use
- o Keeping all local residents and property owners well informed

Attempts have also been made suitably arrange the compound to ensure that those parts of the site more likely to generate noise pollution such as the precast working area and material storage area are situated further from residential properties, with site offices and parking areas being situated in between such areas to act as a buffer to any noise generated.

Lighting is proposed within the site compound attached to the compound hoarding and angled down into the site. An example lighting scheme has been submitted illustrating potential light overspill from the development when in use which helpfully illustrates that whilst the site may emit a glow, the actual light overspill into the surrounding area will be minimised.

The council's Environmental Health Officer has raised no objections to the proposal and has suggested the implementation of two conditions requiring works to be undertaken in accordance with the Construction and Environmental Management Plan as well as controlling the level of illumination and light pollution. On the basis of this professional advice, no objection is raised to the proposal on the basis of noise, air or light pollution generated from the construction of and/or use of the site compound.

However, it is important to consider the proposed hours of operation of the site compound and how this may disturb nearby residents.

It is proposed that the site compound be permitted to be operational between the hours of 06:00 – 22:00 Monday to Friday. The reason for these seemingly extended hours is that works to the estuary side of the revetment will be undertaken in accordance with the times of the low-tide window. Only one tidal shift will be carried out each day and this may be entirely or partially within the normal construction hours of 08:00 – 18:00. However, where the tidal pattern is such that this is not possible, the extended construction hours are proposed to be utilised in order to speed up the works and minimise the length of time the compound is required to be in situ. Therefore, these times of operation will vary, and the site will not necessarily be in use throughout the entire 16-hour period. Works to the landward side of the revetment will take place during normal construction hours of 08:00 – 18:00.

Work undertaken outside of these hours has the potential to cause disturbance to local residents. The impact of the proposed extended working times has been carefully considered, however the

consequence of not permitting works during these extended periods would be to double the number of weeks required for works to the estuary side of the revetment, from 109 to 218, due to the halving of the number of productive working shifts each month. This would in turn result in the site compound being in place for double the period of time whilst the works are completed.

It is considered that permitting the additional working hours in order to speed up the overall construction process presents a pragmatic compromise between ensuring the works are completed as quickly as possible whilst attempting to minimise the impact on neighbouring residents as far as is practicable. No objection is therefore raised to the principle of the extended hours of operation.

It is proposed to regularly update residents of the proposed shift working times through a dedicated project website, local bulletin board, signage and an engagement hub so that residents are well informed regarding the operating times.

Impact on wildlife

The proposal is accompanied by a preliminary ecological appraisal which notes that the main site compound consists of modified grassland with some scattered scrub. This area is not a designated or priority habitat. Given the limited biodiversity value of the site, it is not considered that the proposal would have a detrimental impact on wildlife within the area subject to mitigation measures regarding noise, dust and other potential pollutants, which are covered within the Construction and Environmental Management Plan. No objection is raised to the proposal on this basis.

An objection has been received contesting the ecological appraisal's findings with regard to bats, reporting the presence of bats in the local area, however no evidence that the site is used for roosting or foraging has been provided and no objection has been raised to the proposal by the Essex Wildlife Trust. An objection on the basis of loss of habitat cannot therefore be sustained.

Parking, access and transit

Policy T8 requires adopted parking standards to be taken into account. Parking spaces should be 2.9m x 5.5m with accessible spaces measuring 3.9 x 6.5m. End of row spaces next to hard objects should be afforded an additional 1.0m of space to allow for ease of manoeuvrability into and out of end bay spaces.

The Essex Vehicle Parking Standards do not have specific parking standards relating to temporary construction compounds; however, it should nonetheless be considered on its own merits.

It is expected that there will be 20 permanent staff at the main compound with a further 6-10 labourers, however during construction the numbers of workers will vary. Subcontractors will bring in additional members of staff, including delivery drivers (estimated to be 20 drivers at a peak) for the OSA/LSA materials and it is anticipated that a maximum of 130 people will be spread across this site and the remainder of the site compounds which will provide overflow car parking facilities when in use. The compounds would provide the following:

Compound	No. Spaces
Main Site Compound	35
Satellite Compound 1	30
Satellite Compound 2	16
Satellite Compound 4	25
Total	106

Given that the parking standards represent a maximum number of spaces required, and paragraph 108 of the NPPF states maximum parking standards should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, this is felt to represent a reasonable level of parking provision.

A total of 106 parking spaces across this compound (35) and the satellite compounds (71) which is considered to provide an adequate level of parking for the number of contractors given that the number of 130 is considered to be an absolute maximum and would likely be less than this with averages anticipated to be around 70 cars and light goods vehicles in attendance across all sites.

No objection is therefore raised to the proposal on this basis.

It is important to note that delivery drivers would not require parking in the same manner as staff working at the site and would leave the site once deliveries have been made.

Adequate space is provided within the main site compound for HGVs to enter the site, turn around and leave in a forward gear. The entire route leading to Eastern Esplanade is along a distributor route with the exception of the end portion of Eastern Esplanade beyond Seaview Road. The last 160.0m is unclassified but provides access to the site and represents a relatively short distance.

The submitted Transport Assessment identifies that across all sites peak demand will be:

“236 HGV movements (118 deliveries in/118 deliveries out);

- o 184 car/LGV movements (92 arrivals in the morning, 92 departures in the late afternoon/evening); and*
- o 4 minibus movements (2 pick-up and 2 drop-off services).*

This implies the following increases in HGV traffic:

- o The worst case period for the Eastern route is a 5 week period from 09/01/23 to 06/02/23 with 85 two way HGV trips per week.*
- o The worst case period for the Western route is a 3 week period from 25/03/24 to 08/04/24 with 236 two way HGV trips per week.”*

Pre-determined routes are proposed to access Canvey Island, which utilises Canvey Way. The main compound is proposed to be accessed via Canvey Road, Long Road, Thorney Bay Road, Western Esplanade and Eastern Esplanade. It is anticipated that there will be some additional HGV and LGV vehicle movements between the site compounds along Eastern and Western Esplanades, however it is aimed to keep these to a minimum wherever possible.

Whilst the proposal will undoubtedly introduce additional traffic to the network, the proposed routes to access the sites will minimise the impact to as great a degree as they can whilst still facilitating the essential works to the revetment.

Given the additional traffic that the proposal is expected to generate for the period of the works, it is considered that the proposed HGVs and heavy machinery travelling to the main site compound and between the satellite compounds may result in additional damage to the highway network. However, it is considered that this concern could be adequately addressed by way of a planning condition which, in the first instance would involve the submission of a survey of the condition of the roads most likely to be impacted (Thorney Bay Road from the Materials Storage Compound to the east, Western Esplanade, the section of Furtherwick Road between Western Esplanade and Eastern Esplanade, Eastern Esplanade itself, as well as along Marine Parade) prior to commencement of the development followed by a requirement for the road to be reinstated to its former condition. Subject to such a condition no objection is raised to the proposal on the basis of potential damage to the highway.

The applicant has already stated that it is their intention to improve the existing unmade road along Marine Parade to an improved gravel surface to provide a suitable access to satellite compound 4. These works would improve the current unmade road condition and would be retained after the scheme has been completed.

It is noted that Paragraph 112 of the NPPF requires development, where practicable, to incorporate facilities for charging plug-in and other ultra-low emission vehicles. Following the announcement by the government in 2017 that it intends to ban new petrol and diesel cars from 2040, and the more recent announcement that this ban will be brought forward to 2030, the need to provide infrastructure for charging electric vehicles is even more pressing.

The application notes in the Design and Access Statement that electric vehicle charge points will be available within the car park of the main site compound for the duration of the works. Given the temporary nature of the site, the provision of 4 electric vehicle charge points is considered to be a valuable addition to the proposal in encouraging sustainable forms of transport in line with government guidance. No objection is raised to the proposal on this basis.

Flood risk

Table 2 of the NPPG (Paragraph: 066 Reference ID: 7-066-20140306) sets out that development to flood control infrastructure is considered to be 'water-compatible'. The proposed site compound is to facilitate works to the revetment and as such is considered to be a water-compatible form of development. Table 3 of the NPPG (Paragraph: 067 Reference ID: 7-067-20140306) identifies that such development is acceptable within Zone 3A.

It has been identified in the consultation response from the Environment Agency that there is a residual risk of tidal flooding during a 1 in 1000-year event which should be considered. Further to this there is a residual risk from pluvial flooding which means that the proposed compound and buildings on it are liable to flood in the event of a heavy rain event. Therefore, this poses a risk to the potential users of the buildings on-site and the compound.

A Flood Response Plan (FRP) has been submitted alongside this application which identifies the actions that are to be taken by workers in the event of a flood warning being issued or in the actual event of a flood. It is considered that the content of this FRP is sufficient to ensure the safety of

the workers at the temporary site compounds and no objection is raised to the proposal on this basis.

Surface water drainage

Paragraph 167 of the NPPF identifies that when determining planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. This includes ensuring that surface water is dealt with appropriately and does not increase the risk of surface water flooding for nearby sites.

Practice guidance states that generally, the aim should be to discharge surface runoff as high up the following hierarchy of drainage options (Paragraph: 080 Reference IS: 7-080-20150323) as reasonably practicable:

1. into the ground (infiltration)
2. to a surface water body
3. to a surface water sewer, highway drain or another drainage system
4. to a combined sewer

Canvey Island has particular circumstances due to its flat topography, whereby all rainwater that falls on the island is drained by gravity through a network of pipes and other watercourses to a number of pumping stations around the perimeter of the island where it has to be pumped over the sea wall.

The ground conditions on Canvey Island are London Clay which offers poor permeability for rainwater which combined with a high-water table severely reduces the effectiveness of items such as soakaways or other infiltration methods. For this reason, infiltration is not considered a suitable method for disposal of surface water.

The proposed compound would be largely covered in impermeable surfaces including but not limited to, hardstanding for parking and material storage as well as temporary buildings for offices and welfare facilities. Surface water runoff from the site would therefore be increased by the proposed development, albeit for the temporary lifespan of the compound.

The scheme has used outputs of the 2015 Canvey Island Integrated Urban Drainage (IUD) model and has therefore been designed with an attenuated subterranean storage system with controlled discharge to the existing surface water drainage system, which runs through the site, to mimic the existing greenfield runoff rates already exhibited by the site so that the proposal does not make the existing situation worse. This specific system would have a storage capacity of some 259m³ and a discharge rate of 1 l/s with a depression to the centre of the site and earth bunds (0.10-0.15m) to the boundaries to contain surface water runoff within the site. In addition, the drainage system for the main site compound has been designed with a 10% additional allowance to compensate for climate change given the length of the period that the compound will be in situ.

Subject to a condition requiring the submitted surface water drainage scheme to be implemented and maintained, no objection is raised to the proposal on this basis.

Conclusion and planning balance:

Whilst the proposal would result in the temporary loss of public open space and would result in some detrimental impacts to local residents by reason of increased traffic, noise, light and air pollution, the overall use of the area would be retained as public open space in the long term and the proposal would bring about far wider benefits to the entire community of Canvey Island, by enabling the upgrade and maintenance of the revetment and enhancing tidal flood protection to the whole of Canvey Island.

It is considered that any temporary adverse impacts of the proposed compound areas and associated works can be ameliorated through appropriate planning conditions and will be compensated for in the long-term by the benefits of the upgrade and maintenance of the flood defences.

I have taken all other matters raised by interested parties into consideration, but none are sufficient to outweigh the considerations that have led to my recommendation.

My **RECOMMENDATION** is **Approval**

Conditions

- 1 The development hereby permitted shall be begun on or before the expiration of three years beginning with the date of this permission.

REASON: This condition is imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

- 2 The use of the site as a construction compound shall cease no later than four years beginning with the date of this permission. All works and structures shall be removed from the land on or before that date and the land returned to its former condition.

REASON: This condition is imposed in order to permit the use of the site to strengthen Canvey Island's flood defences whilst preventing the permanent use of the site as a construction compound which would result in the permanent loss of public open space to the detriment of the residential amenity, health and wellbeing of local residents as well as being out of character with the surrounding built environment.

- 3 The development hereby permitted shall be carried out in accordance with the approved plans listed on this decision notice.

REASON: For the avoidance of doubt and in order to achieve satisfactory development of the site.

- 4 Prior to the commencement of the development hereby approved a site condition survey report for the entire site area shall be undertaken and submitted to the local planning authority.

Reason: In order to provide a means of assessing any damage that may be caused by the development.

- 5 Prior to commencing any development on site, a suitable Highways Condition Survey Report of the construction vehicle routes to and from the site along the following sections of road shall be undertaken:
- o Thorney Bay Road south of and including from the vehicular maintenance access to The Wooden Park only
 - o Western Esplanade
 - o Furtherwick Road between Eastern Esplanade and Western Esplanade only
 - o Eastern Esplanade
 - o Marine Parade

This will include full photographic evidence of the routes with a categorization of the quality of the existing highway infrastructure.

A further survey shall be undertaken after completion of the works to the revetment to identify any detrimental impacts on the condition of the highway infrastructure when compared with the pre-development survey findings.

Any identified damage or defects shall be mitigated or improved to the standard identified at the pre-development stage.

- 6 Transport to and from the site shall be undertaken in accordance with the provisions of the submitted Construction Traffic Management Plan Reference: TEA-3B-00.00-RP-TM-00-00002 Revision P03 dated 15th June 2022 and the Transport Statement Reference: TEA-3B-00.00-RP-TM-00-00001 Revision P03 dated 15th June 2022, from which traffic movements shall not be exceeded without the formal consent of the Local Planning Authority.

REASON: In order to protect the amenity of residents during the construction period and to minimise disruption to the local road network.

- 7 Development of the site shall be undertaken in accordance with the provisions of the submitted Drainage Strategy for Temporary Works Compounds Reference: TEA-3B-00.00-RP-CI-00-000001 Revision P01 dated 15th March 2022 and Drawing No. TEA-3B-00.00-DR-EG-00-002522 Revision P02 from which there shall be no deviation without the formal consent of the Local Planning Authority.

Such surface water drainage system shall be suitably maintained thereafter at all times whilst the site is in use.

There shall be no discharge of surface water onto the Highway.

REASON: To limit the potential for increased surface water runoff from the site and ensure the continued operation of the system to prevent exacerbation of hazards from surface water flooding and avoid the formation of ice on the highway in the interest of highway safety.

- 8 Development of the site shall be undertaken in accordance with the provisions and recommendations set out in the Preliminary Ecological Appraisal Reference TEA-3B-

00.00-RP-EN-00-000006 Revision P01.2 dated 22nd March 2022, from which there shall be no deviation without the formal consent of the Local Planning Authority.

REASON: In order to protect the ecological features and ecology of the site during the construction period.

- 9 Development of the site shall be undertaken in accordance with the provisions of the submitted Construction and Environmental Management Plan Reference: TEA-3B-00.00-CO-TC-00-000003 Revision P02 dated 30th March 2022, from which there shall be no deviation without the formal consent of the Local Planning Authority.

REASON: In order to protect the ecological features of the site and the amenity of adjoining residents during the construction period.

- 10 The site compound hereby permitted shall only be used between the hours of 06:00 and 22:00 Monday to Friday.

REASON: In order to protect the amenities afforded to occupants of nearby residential properties.

- 11 A schedule of dates, times, locations and works to be undertaken outside of the normal construction hours of 08:00 - 18:00 shall be published by the applicant in a publicly accessible manner at the boundary of the site compound physically as well as online at the Canvey Island southern shoreline revetment project - information page at least three weeks prior to works being undertaken.

REASON: In order to keep local residents well informed of construction planned outside of normal construction hours in the interests of protecting the amenity of nearby residential occupants.

- 12 External artificial lighting at the development shall not exceed lux levels of vertical illumination at neighbouring premises that are recommended by the 'The Institution of Lighting Engineers: Guidance Notes for The Reduction of Light Pollution, 2000.' Lighting should be minimised and glare and sky glow should be prevented by correctly using, locating, aiming and shielding luminaires, in accordance with the Guidance Notes.

Site lighting shall be turned off when the site compound is not in use.

REASON: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by lighting

- 13 As shown in principle on planning drawing TEA-3B-00.00-DR-EG-00-002505 Rev P01. A section of bollards shall be removed at the eastern end of Eastern Esplanade to allow for temporary vehicular access to the compound. Upon removal of the site compound the bollards shall be reinstated.

REASON: To ensure that authorised vehicles can enter and leave the highway in a controlled manner in the interests of highway safety.

- 14 Prior to first beneficial use of the site compound the approved parking area as depicted on Drawing No. TEA-3B-00.00-DR-EG-00-002505 Revision P01 shall be provided, with

spaces complying with the adopted Essex Vehicle Parking Standards (2009) marked out and made available for use.

The approved parking shall thereafter be retained for its approved purpose for the duration of the use of the site compound and used for no other purpose.

REASON: In order to ensure the provision of adequate on-site parking facilities for the approved development.

- 15 Adequate turning areas shall be made available at all times to enable all vehicles to enter and exit the site in a forward gear, with turning facilities accommodated entirely within the site boundaries.

REASON: In order to ensure that appropriate turning facilities for all vehicles are provided within the site and to minimise potential conflict with other users of the highway.

- 16 No obstruction to any right of way shall be permitted to commence on site until such time as an Order securing the diversion of the existing definitive right of way on footpath No. 5 (Canvey) to a route to be agreed with the Local Planning Authority has been confirmed and the new route has been constructed to the satisfaction of the Local Planning Authority.

Upon removal of the site compound the existing right of way shall be reinstated in its original location and to its original condition.

REASON: To ensure the continued safe passage of pedestrians on the public right of way and accessibility.

- 17 Prior to first beneficial use of the site compound, the vehicle parking area shall be provided with 4 electric vehicle charge points which shall be made operational prior to first beneficial use of the site compound. Following installation, the charge points shall be retained for the duration of the site compound's use and maintained in accordance with any manufacturer's recommendations.

REASON: To facilitate the use of electric vehicles by users of the development in the interest of sustainable transport.

- 18 The hoarding surrounding the development hereby permitted shall be erected in accordance with the details contained within the Site Compound Arrangements document received by the local planning authority on 8th June 2022.

REASON: For the avoidance of doubt and in order to achieve a satisfactory external appearance of the site.

- 19 Upon first use of the site, the approved Flood Response Plan Reference 002b dated 14th June 2022 shall be enacted and thereafter maintained at all times that the site compound is in use. Any revisions to the Plan shall first be submitted to and formally approved by the Local Planning Authority.

REASON: In order to ensure the appropriate protection of users of the site in the event of a flood.

- 20 There shall be no storage of raw materials on any outdoor part of the site above a height of 2.4 metres.

REASON: To ensure that the storage of materials does not detract from the character and appearance of the surrounding area.

Informatives

- 1 The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application and negotiating acceptable amendments to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for a revised scheme, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
- 2 Please note that a site notice was displayed in a publicly visible location at the site. Castle Point Borough Council would appreciate your co-operation in taking the site notice down and disposing of it properly, in the interests of the environment.
- 3 **Cadent Gas**
Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

- 4 **Essex Fire and Rescue Service**
Water Supplies
The architect or applicant is reminded that additional water supplies for firefighting may be necessary for this development. The architect or applicant is urged to contact the Water Technical Officer at Service Headquarters, telephone 01376-576344.

Sprinkler Systems

"There is clear evidence that the installation of Automatic Water Suppression Systems (AWSS) can be effective in the rapid suppression of fires. Essex County Fire & Rescue Service (ECFRS) therefore uses every occasion to urge building owners and developers to consider the installation of AWSS. ECFRS are ideally placed to promote a better understanding of how fire protection measures can reduce the risk to life, business continuity and limit the impact of fire on the environment and to the local economy.

Even where not required under Building Regulations guidance, ECFRS would strongly recommend a risk-based approach to the inclusion of AWSS, which can substantially reduce

the risk to life and of property loss. We also encourage developers to use them to allow design freedoms, where it can be demonstrated that there is an equivalent level of safety and that the functional requirements of the Regulations are met."

5 Highway Authority

- o The grant of planning permission does not automatically allow development to commence. All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works.
- o The Public Right of Way network is protected by the Highways Act 1980. Any unauthorised interference with any route noted on the Definitive Map of PROW is considered to be a breach of this legislation. The public's rights and ease of passage over public footpath no. 5 Canvey, shall be maintained free and unobstructed at all times to ensure the continued safe passage of the public on the definitive right of way.
- o Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the carriageway.
- o The applicant should be made aware of the potential relocation of the utility apparatus in the highway; any relocation shall be fully at the applicant's expense.
- o The requirements above shall be imposed by way of negative planning condition or planning obligation with associated legal framework as appropriate.
- o The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org

6 Lead Local Flood Authority (LLFA)

Strongly recommend looking at the Essex Green Infrastructure Strategy to ensure that the proposals are implementing multifunctional green/blue features effectively. The link can be found below.

<https://www.essex.gov.uk/protecting-environment>

Essex County Council has a duty to maintain a register and record of assets which have a significant impact on the risk of flooding. In order to capture proposed SuDS which may form part of the future register, a copy of the SuDS assets in a GIS layer should be sent to suds@essex.gov.uk.

Any drainage features proposed for adoption by Essex County Council should be consulted on with the relevant Highways Development Management Office.

Changes to existing water courses may require separate consent under the Land Drainage Act before works take place. More information about consenting can be found in the attached standing advice note.

It is the applicant's responsibility to check that they are complying with common law if the drainage scheme proposes to discharge into an off-site ditch/pipe. The applicant should seek consent where appropriate from other downstream riparian landowners.

7 Port of London Authority (PLA)

The applicant will require a River Works licence for the overall revetment proposals in this area.

ITEM 2

Application Number:	22/0302/FULCLO
Address:	Wooden Park Thorney Bay Canvey Island Essex (Canvey Island South Ward)
Description of Development:	Temporary construction compound area to support the works to the revetment at Canvey Island
Applicant:	Environment Agency
Case Officer	Mr Stephen Garner

Summary

The proposal seeks consent for the siting of a temporary material storage compound area to the west of Thorney Bay Road to support renewal and upgrade works to 3.2km of revetment along the southern shoreline of Canvey Island. The renewal and upgrade works to the revetment are in order to maintain and improve this stretch of Canvey Island's tidal flood defences.

Subject to relevant and necessary conditions where appropriate, the proposal is considered to be consistent with national and local policy and the proposal is therefore recommended for APPROVAL.

This case is presented to committee because the council is the landowner.

Site Visit

It is not considered necessary for members to visit the site prior to determination of the application.

Introduction

The Environment Agency intend to undertake refurbishment and replacement works to the seawall on the southern and eastern coast of Canvey Island. These works will be undertaken under permitted development rights enjoyed by the EA under Class D of Part 13 of the General Permitted Development Order 2015. Such works do not require the formal consent of this Authority.

To support such works, it will be necessary for a series of storage compounds to be formed. These compounds do require the consent of this Authority and are the subject of a series of reports attached to this Agenda.

This report is primarily concerned with the application for the Material Storage Compound, proposed to be located to the west of Thorney Bay Road.

However, to provide the context for this application, it should be noted that five compounds are proposed in total as indicated in the figure below, along the southern shoreline of Canvey Island.



All compound sites have been selected following a consultation process in 2021 aimed at local residents and businesses that was as comprehensive as possible within government COVID-19 guidelines for engagement. The selection strategy has regard to former compound and storage areas used in the late 1970s and early 1980s when the existing tidal defences were constructed, minimal disruption to residents, businesses, and the existing road network, whilst at the same time providing the necessary access to the working areas for these essential works to the flood defence infrastructure. Therefore, all compound locations are situated on the southern or eastern sides of existing roads to provide the most efficient access route to the tidal defences. This removes the need for any traffic management (such as temporary traffic lights) on local residential roads. The compound areas have been designed to utilise the minimum possible area whilst keeping them operational and functional.

It is proposed that the project be delivered utilising one main compound, three satellite compounds and a materials storage area along the southern frontage. This provision has been made based on the duration of the works, extensive working area and material requirements. Due to the linear nature of the assets being worked on, the intent is that the main compound area be as close to the centre as possible, with satellite compounds spread along the length of the tidal defences up and removed based on the programmed revetment works location and progress.

A key aspect of the works which the smaller compounds will be required for is the main body OSA/LSA (Open Stone Asphalt/Lean Sand Asphalt) work which requires temperature-controlled storage and regulation to ensure a good quality finish along the revetment. The delivery and storage of this material closer to the works areas is critical to maximising the time from delivery to laying.

The Application Site

The material storage compound will be located on the western side of Thorney Bay Road. It has an area of some 870m² and is scheduled to be operational for a period of some two and a half years following commencement of the works.

The site forms part of a larger area of flat, grassed public open space to the north of Thorney Bay Beach and approximately to the west of the pedestrian junction of The Parkway and Thorney Bay

Road. Beyond the public open space there is residential development to the east and north on the other side of Thorney Bay Road, whilst further to the west is the Thorney Bay Caravan Park.

The site is accessible via an existing vehicular maintenance access with footpaths to the northern and eastern sides.

The Proposal

The proposal seeks consent for the siting of a temporary material storage compound area to support renewal and upgrade works to 3.2km of revetment along the southern shoreline of Canvey Island.

It is proposed that the material storage compound will be used for the storage of additional necessary materials outside of the main and satellite compound locations.

The temporary materials storage compound will also include surface water drainage and temporary storage provisions to ensure no additional surface water runoff from the site.

The compound area will be enclosed by a solid 2.4m high hoarding to the north and east, with an access gate in the north eastern and south eastern corners. To the south are proposed to be some 2.4m tall artistic panels and to the west is proposed to be some Heras/chain link type fencing.

This compound area is proposed to be established by April 2023 and is expected to be in place for the duration of the works, until summer 2025.

Supplementary Documentation

In addition to numerous drawings, this application is supported by a number of supplementary planning documents:

- o Design and Access Statement
- o Construction Traffic Management Plan
- o Construction and Environmental Management Plan
- o Transport Statement
- o Drainage Strategy for Temporary Works Compounds
- o Preliminary Ecological Appraisal
- o Site Waste Management Plan
- o Flood Response Plan

Planning History

Comprehensive pre-application engagement with the Environment Agency and the TEAM2100 project team has taken place since 2018.

Related Applications			
Application No.	Location	Proposal	Determination
22/0298/CLP	Land Between Thorney Bay in the West and A Point South of The Island Yacht	Replacement and widening of floodgates; widening of the maintenance access track on the riverward side	Certificate of Lawfulness of Proposed Development –

	Club in The East, Thorney Bay	of the seawall at certain locations; replacement of all the concrete steps that lead down the revetment to the foreshore and maintenance track repairs (landward side of seawall); replacement of the concrete apron around the Concorde Cafe and the access ramp down to the foreshore; temporary ramps; Landscape, amenity and habitat opportunities associated with the required works	Granted 30 th May 2022
22/0300/FULCLO	Land Located to the East of Marine Parade and Beveland Road, Canvey Island	Temporary construction compound area to support the works to the revetment at Canvey Island	Not yet determined
22/0299/FULCLO	South of Western Esplanade West of The Welcome Hut, Canvey Island	Temporary construction compound area to support the works to the revetment at Canvey Island	Not yet determined
22/0301/FULCLO	Western Part of the Existing Eastern Esplanade Car Park and South of The Eastern Esplanade Bandstand Area, Canvey Island	Temporary construction compound area to support the works to the revetment at Canvey Island.	Not yet determined
22/0320/FULCLO	Land to the East of Eastern Esplanade and to the South of Athol Close, Canvey Island	Temporary construction compound area to support the works to the revetment at Canvey Island	Not yet determined

Local Plan Allocation

Public Open Space

Relevant Policies and Government Guidance

NPPF National Planning Policy Framework (2021)
 NPPG National Planning Practice Guidance

Adopted Local Plan (1998)

EC2 Design
 EC3 Residential Amenity
 EC4 Pollution
 EC7 Natural and Semi-Natural Features in Urban Areas
 T8 Parking Provision
 RE12 Public Rights of Way

Essex Parking Standards September 2009 (Adopted June 2010)

Consultation

Anglian Water

No comment

Cadent Gas

No comments received

Calor Gas

No comments received

Canvey Island Town Council

No comments received

CPBC Environmental Health

No objection to the proposal subject to the implementation of two conditions regarding noise and light pollution in order to protect the amenity of occupiers of surrounding residential premises.

CPBC Legal Services

No objection, however, proper licenses to use council land should be in place before the proposed compound area is used.

CPBC Planning Policy

No comments received

CPBC Streetscene

No comments received

Environment Agency

No objection

Essex & Suffolk Water

No comments received

Essex Highways

No objection to the proposal subject to the implementation of a number of conditions where relevant and necessary.

Essex Fire and Rescue

No objection

Port of London Authority

No objection

Essex Wildlife Trust

No comments received

Health & Safety Executive – Land Use Planning Team

No comment

Health & Safety Executive – Explosives Inspectorate

No comment

Lead Local Flood Authority

The Lead Local Flood Authority (LLFA) issued a holding objection on 8th June based on the following reasons:

- o The documents submitted omit the drainage modelling outputs, which are required for a full application.

Following submission of further details, the LLFA removed its holding objection on 14th June and raised no objection to the proposal based on the implementation of conditions where relevant and necessary.

Public Consultation

In addition to letters sent directly to local residents adjacent to the site, site notices were posted in the local area to publicise the proposal. No objection comments have been received.

Comments on Consultation Responses

No lighting is proposed to the materials storage compound so the aspect of the consultation response from the CPBC Environmental Health Officer regarding lighting will not be considered during this report.

All material concerns raised will be considered in the evaluation of this proposal.

Evaluation of Proposal

The starting point for determining a planning application is the National Planning Policy Framework (NPPF) and those saved policies within the council's Adopted Local Plan (1998), alongside supporting policy documents and supplementary planning documents (SPDs).

It is important to note that this application seeks consent only for the site compound and associated works to create the site compound. Works relating to the seawall and revetment have been found to constitute permitted development and are not part of the consideration of this proposal.

Principle

Section 70 of the Town and Country Planning Act 1990 and section 38 of the Planning and Compulsory Purchase Act 2004 require applications to be determined in accordance with the development plan unless there are clear and convincing material considerations that indicate otherwise.

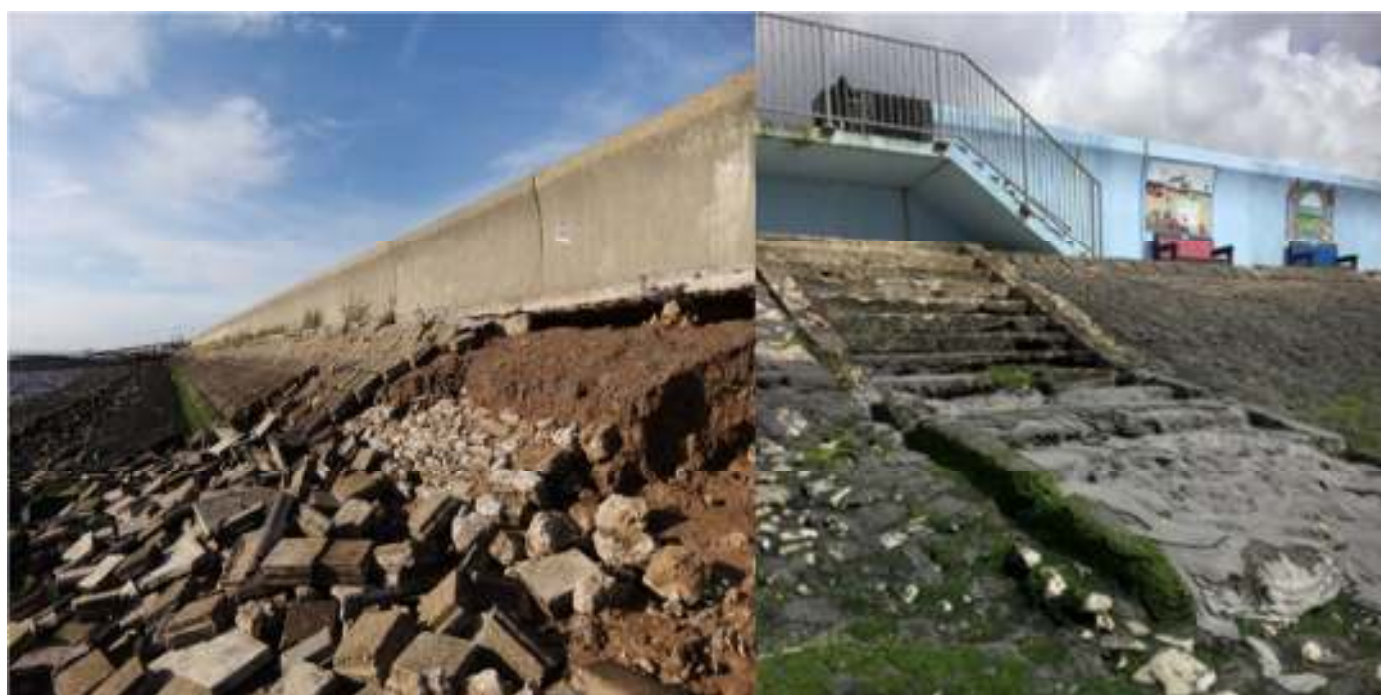
National Planning Practice Guidance advises that the NPPF is a material consideration that must be taken into account where it is relevant to a planning application. This includes the presumption in favour of sustainable found at paragraph 11 of the Framework:

- o *“approving development proposals that accord with an up-to-date development plan without delay; or*
- o *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁸, granting permission unless:*
 - iii. *the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed⁷; or*
 - iv. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.”*

The area is allocated within the adopted Local Plan as public open space. The proposed development is inconsistent with that use and *prima facie*, the proposal should attract a recommendation of refusal on the basis of the loss of open space.

However, whilst the retention of the land as an open space is important to serve the recreational needs of local residents, it is also important to consider the detail and benefits of the proposal. Firstly, the proposal is for a temporary materials storage compound which would be in situ for approximately two and a half years. This is not a permanent loss of public open space and once the works are completed the site compound will be removed and the site returned to its former condition.

Secondly, the provision of appropriate compounds is essential to the Environment Agency's ongoing programme of refurbishment and replacement of Canvey Island's tidal flood defences which are necessary to ensure the continued protection of residents, businesses and properties on the island from tidal flooding. This weighs heavily in favour of the proposal.



Areas of proposed refurbishment works

Despite its temporary nature, it would still be in situ for approximately two and a half years. Therefore, it is also important to consider whether there are any alternative sites which are more suitable and would not rely on an area of public open space.

There are specific requirements which need to be met for the material storage compound which take into account criteria such as proximity to the seawall, impact on the road network, impact on local residents and also the physical space requirements.

The chosen location is the preferred option for the applicant as it provides the necessary free space immediately adjacent to the works area. The location will minimise vehicle and plant movements on local roads and associated traffic management works such as temporary traffic lights. It would therefore provide accessibility to the other compounds, whilst minimising wider disruption.

Other sites were discounted due to their distance from the other compounds and work site, which would generate more plant and vehicle movements each day to reach the seawall causing additional disruption to the road network and disturbance to local residents, increased carbon emissions and extend the construction programme. Utilising the Canvey Central Park by the Labworth was also discounted due to it being situated within the key amenity frontage and having a subterranean drainage system which would likely be damaged by the heavy machinery operating above.

It is considered that the applicant has examined all available reasonable alternative sites and that the preferred site is most appropriate for the requirements of the works. This alongside the wider public benefits associated with the proposed works in providing protection against tidal flooding for the whole of Canvey Island weighs heavily in favour of permitting the temporary site compound. Whilst the proposal would result in the temporary loss of public open space, the wider public benefit arising from its use as a compound to support flood defence works outweigh the temporary harm to recreational provision.

No objection is therefore raised to the principle of such provision at this location.

Design and layout

Policy EC2 of the council's adopted Local Plan seeks a high standard of design in all developments. In particular, regard is to be given to the scale, density, siting, design, layout and external materials of any development, which shall be appropriate to its setting and which should not harm the character of its surroundings. This is consistent with paragraphs 128 and 130 of the NPPF.

The proposed scheme is for a temporary material storage compound, so opportunities to incorporate a high standard of design are somewhat limited. However, in an attempt to improve the external appearance of the site compound, it is proposed to erect 2.4m solid hoarding to the northern, eastern and western sides to screen the content of the site compound from residential properties and to provide an element of security to the equipment and materials stored within the compound. Heras fencing to a height of 2.4m is proposed to the western side of the compound with artistic panels to the southern side.

The proposed hoarding will be located to facilitate pedestrian access around the compound in all directions so to minimise impacts to local residents' pedestrian movements.

This type of fencing arrangement is not uncommon on construction sites/compounds and within the context of the proposed use and area it is not considered to be of an unacceptable design, as providing no screening to the compound would detract from the appearance of the wider area to a far greater degree. Attempts have been made to improve the general appearance of the hoarding and site as a whole and no objection is therefore raised to the proposal on this basis.

Impact on residential amenity

Policy EC2 considers the impact of development on neighbouring residents.

Policy EC3 of the adopted Local Plan states that development proposals which would have a significant adverse effect upon the residential amenity of the surrounding area by reason of traffic, noise, fumes or other forms of disturbance will be refused.

Policy EC4 of the adopted Local Plan seeks to ensure that development proposals which would have a significant adverse effect on health, the natural environment, or general amenity by reason of releases of pollutants to water, land or air, or by reason of noise, dust, vibration, light or heat will be refused.

The proposed material storage compound presents the opportunity for an impact on residential amenity by reason of additional traffic, noise, air and light pollution.

The scheme proposes a material storage compound which will accept deliveries of materials and heavy machinery which would generate additional traffic, noise and air pollution within the local area.

The applicant has submitted a Construction and Environmental Management Plan which sets out the baseline noise measurements which have been undertaken and acknowledges that during the evening specifically, construction noise is likely to exceed baseline levels. However, the document sets out a series of mitigation measures to minimise disturbances wherever possible. Such measures include:

- o Temporary noise screens or enclosures
- o Utilisation of mains utilities rather than noisy generators
- o Restriction of deliveries and movement of equipment to normal working hours where possible
- o Speed restrictions of vehicles to prevent vibrations to nearby houses
- o Turning off plant and equipment when not in use
- o Keeping all local residents and property owners well informed

The council's Environmental Health Officer has raised no objections to the proposal and has suggested the implementation of two conditions requiring works to be undertaken in accordance with the Construction and Environmental Management Plan. On the basis of this professional advice, no objection is raised to the proposal by the planning authority on the basis of noise, air or light pollution generated from the construction of and/or use of the site compound.

However, it is important to consider the proposed hours of operation of the site compound and how this may disturb nearby residents.

It is proposed that the compound be permitted to be operational between the hours of 06:00 – 22:00 Monday to Friday. The reason for these seemingly extended hours is that works to the estuary side of the revetment will be undertaken in accordance with the times of the low-tide window. Only one tidal shift will be carried out each day and this may be entirely or partially within the normal construction hours of 08:00 – 18:00. However, where the tidal pattern is such that this is not possible, the extended construction hours are proposed to be utilised in order to speed up the works and minimise the length of time the compound is required to be in situ. Therefore, these times of operation will vary, and the site will not necessarily be in use throughout the entire 16-hour period. Works to the landward side of the revetment will take place during normal construction hours of 08:00 – 18:00.

Work undertaken outside of these hours has the potential to cause disturbance to local residents. The impact of the proposed extended working times has been carefully considered, however the consequence of not permitting works during these extended periods would be to double the number of weeks required for works to the estuary side of the revetment, from 109 to 218, due to the halving of the number of productive working shifts each month. This would in turn result in the site compound being in place for double the period of time whilst the works are completed.

It is considered that permitting the additional working hours in order to speed up the overall construction process presents a pragmatic compromise between ensuring the works are completed as quickly as possible whilst attempting to minimise the impact on neighbouring residents as far as is practicable. No objections it therefore raised to the principle of the extended hours of operation.

It is proposed to regularly update residents of the proposed shift working times through a dedicated project website, local bulletin board, signage and an engagement hub so that residents are well informed regarding the operating times.

Impact on wildlife

The proposal is accompanied by a preliminary ecological appraisal which notes that the main site compound consists of modified grassland with some scattered scrub. This area is not a designated or priority habitat. Given the limited biodiversity value of the site, it is not considered that the proposal would have a detrimental impact on wildlife within the area subject to mitigation measures regarding noise, dust and other potential pollutants, which are covered within the Construction and Environmental Management Plan. No objection is raised to the proposal on this basis.

Parking, access and transit

Policy T8 requires adopted parking standards to be taken into account. Parking spaces should be 2.9m x 5.5m with accessible spaces measuring 3.9 x 6.5m. End of row spaces next to hard objects should be afforded an additional 1.0m of space to allow for ease of manoeuvrability into and out of end bay spaces.

The Essex Vehicle Parking Standards do not have specific parking standards relating to temporary construction compounds; however, it should nonetheless be considered on its own merits.

No dedicated parking is proposed to be provided at the temporary material storage compound. However, it is proposed that parking will be provided at other site compounds as follows:

Compound	No. Spaces
Main Site Compound	35
Satellite Compound 1	30
Satellite Compound 2	16
Satellite Compound 4	25
Total	106

Given that the parking standards represent a maximum number of spaces required, and paragraph 108 of the NPPF states maximum parking standards should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, this is felt to represent a reasonable level of parking provision.

Adequate space is provided within the materials storage compound for HGVs to enter the site, turn around and leave in a forward gear. The entire route leading to this site is along a distributor route.

The submitted Transport Assessment identifies that across all sites peak demand will be:

“236 HGV movements (118 deliveries in/118 deliveries out);

- o 184 car/LGV movements (92 arrivals in the morning, 92 departures in the late afternoon/evening); and*
- o 4 minibus movements (2 pick-up and 2 drop-off services).*
- o*

This implies the following increases in HGV traffic:

- o The worst case period for the Eastern route is a 5 week period from 09/01/23 to 06/02/23 with 85 two way HGV trips per week.*
- o The worst case period for the Western route is a 3 week period from 25/03/24 to 08/04/24 with 236 two way HGV trips per week.”*

Pre-determined routes are proposed to access Canvey Island, which utilises Canvey Way. The main compound is proposed to be accessed via Canvey Road, Long Road, Thorney Bay Road, Western Esplanade and Eastern Esplanade. It is anticipated that there will be some additional HGV and LGV vehicle movements between the site compounds along Eastern and Western Esplanades, however it is aimed to keep these to a minimum wherever possible.

Whilst the proposal will undoubtedly introduce additional traffic to the network, the proposed routes to access the sites will minimise the impact to as great a degree as they can whilst still facilitating the essential works to the revetment.

Flood risk

Table 2 of the NPPG (Paragraph: 066 Reference ID: 7-066-20140306) sets out that development to flood control infrastructure is considered to be 'water-compatible'. The proposed site compound is to facilitate works to the revetment and as such is considered to be a water-compatible form of development. Table 3 of the NPPG (Paragraph: 067 Reference ID: 7-067-20140306) identifies that such development is acceptable within Zone 3A.

It has been identified in the consultation response from the Environment Agency that there is a residual risk of tidal flooding during a 1 in 1000-year event which should be considered. Further to this there is a residual risk from pluvial flooding which means that the proposed compound and buildings on it are liable to flood in the event of a heavy rain event. Therefore, this poses a risk to the potential users of the buildings on-site and the compound.

A Flood Response Plan (FRP) has been submitted alongside this application which identifies the actions that are to be taken by workers in the event of a flood warning being issued or in the actual event of a flood. It is considered that the content of this FRP is sufficient to ensure the safety of the workers at the temporary site compounds and no objection is raised to the proposal on this basis.

Surface water drainage

Paragraph 167 of the NPPF identifies that when determining planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. This includes ensuring that surface water is dealt with appropriately and does not increase the risk of surface water flooding for nearby sites.

Practice guidance states that generally, the aim should be to discharge surface runoff as high up the following hierarchy of drainage options (Paragraph: 080 Reference ID: 7-080-20150323) as reasonably practicable:

1. into the ground (infiltration)
2. to a surface water body
3. to a surface water sewer, highway drain or another drainage system
4. to a combined sewer

Canvey Island has particular circumstances due to its flat topography, whereby all rainwater that falls on the island is drained by gravity through a network of pipes and other watercourses to a number of pumping stations around the perimeter of the island where it has to be pumped over the sea wall.

The ground conditions on Canvey Island are London Clay which offers poor permeability for rainwater which combined with a high-water table severely reduces the effectiveness of items such as soakaways or other infiltration methods. For this reason, infiltration is not considered a suitable method for disposal of surface water.

The proposed compound would be largely covered in impermeable surfaces hardstanding for material storage. Surface water runoff from the site would therefore be increased by the proposed development, albeit for the temporary lifespan of the compound.

The scheme has used outputs of the 2015 Canvey Island Integrated Urban Drainage (IUD) model and has therefore been designed with an attenuated subterranean storage system with controlled discharge to the existing surface water drainage system, to mimic the existing greenfield runoff rates already exhibited by the site so that the proposal does not make the existing situation worse. This specific system would have a storage capacity of some 6.14m³ and a discharge rate of 1 l/s with small earth bunds (0.2m) to the boundaries to contain surface water runoff within the site.

Subject to a condition requiring the submitted surface water drainage scheme to be implemented and maintained, no objection is raised to the proposal on this basis.

Conclusion and planning balance:

Whilst the proposal would result in the temporary loss of public open space and would result in some detrimental impacts to local residents by reason of increased traffic, noise, light and air pollution, the overall use of the area would be retained as public open space in the long term and the proposal would bring about far wider benefits to the entire community of Canvey Island, by enabling the upgrade and maintenance of the revetment and enhancing tidal flood protection to the whole of Canvey Island.

It is considered that any temporary adverse impacts of the proposed compound areas and associated works can be ameliorated through appropriate planning conditions and will be compensated for in the long-term by the benefits of the upgrade and maintenance of the flood defences.

I have taken all other matters raised by interested parties into consideration, but none are sufficient to outweigh the considerations that have led to my recommendation.

My **RECOMMENDATION** is **Approval**

Conditions

- 1 The development hereby permitted shall be begun on or before the expiration of three years beginning with the date of this permission.

REASON: This condition is imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

- 2 The use of the site as a construction compound shall cease no later than four years beginning with the date of this permission. All works and structures shall be removed from the land on or before that date and the land returned to its former condition.

REASON: This condition is imposed in order to permit the use of the site to strengthen Canvey Island's flood defences whilst preventing the permanent use of the site as a construction compound which would result in the permanent loss of public open space to the detriment of the residential amenity, health and wellbeing of local residents as well as being out of character with the surrounding built environment.

- 3 The development hereby permitted shall be carried out in accordance with the approved plans listed on this decision notice.

REASON: For the avoidance of doubt and in order to achieve satisfactory development of the site.

- 4 Prior to the commencement of the development hereby approved a site condition survey report for the entire site area shall be undertaken and submitted to the local planning authority.

REASON: In order to provide a means of assessing any damage that may be caused by the development.

- 5 Transport to and from the site shall be undertaken in accordance with the provisions of the submitted Construction Traffic Management Plan Reference: TEA-3B-00.00-RP-TM-00-00002 Revision P03 dated 15th June 2022 and the Transport Statement Reference: TEA-3B-00.00-RP-TM-00-00001 Revision P03 dated 15th June 2022, from which traffic movements shall not be exceeded without the formal consent of the Local Planning Authority.

REASON: In order to protect the amenity of residents during the construction period and to minimise disruption to the local road network.

- 6 Development of the site shall be undertaken in accordance with the provisions of the submitted Drainage Strategy for Temporary Works Compounds Reference: TEA-3B-00.00-RP-CI-00-000001 Revision P01 dated 15th March 2022 from which there shall be no deviation without the formal consent of the Local Planning Authority.

Such surface water drainage system shall be suitably maintained thereafter at all times whilst the site is in use.

There shall be no discharge of surface water onto the Highway.

REASON: To limit the potential for increased surface water runoff from the site and ensure the continued operation of the system to prevent exacerbation of hazards from surface water flooding and avoid the formation of ice on the highway in the interest of highway safety.

- 7 Development of the site shall be undertaken in accordance with the provisions and recommendations set out in the Preliminary Ecological Appraisal Reference TEA-3B-00.00-RP-EN-00-000006 Revision P01.2 dated 22nd March 2022, from which there shall be no deviation without the formal consent of the Local Planning Authority.

REASON: In order to protect the ecological features and ecology of the site during the construction period.

- 8 Development of the site shall be undertaken in accordance with the provisions of the submitted Construction and Environmental Management Plan Reference: TEA-3B-00.00-CO-TC-00-000003 Revision P02 dated 30th March 2022, from which there shall be no deviation without the formal consent of the Local Planning Authority.

REASON: In order to protect the ecological features of the site and the amenity of adjoining residents during the construction period.

- 9 The site compound hereby permitted shall only be used between the hours of 06:00 and 22:00 Monday to Friday.

REASON: In order to protect the amenities afforded to occupants of nearby residential properties.

- 10 A schedule of dates, times, locations and works to be undertaken outside of the normal construction hours of 08:00 - 18:00 shall be published by the applicant in a publicly accessible manner at the boundary of the site compound physically as well as online at the Canvey Island southern shoreline revetment project - information page at least three weeks prior to works being undertaken.

REASON: In order to keep local residents well informed of construction planned outside of normal construction hours in the interests of protecting the amenity of nearby residential occupants.

- 11 As shown in principle on planning drawing TEA-3B-00.00-DR-EG-00-002505 Rev P01. A section of bollards shall be removed at the eastern end of Eastern Esplanade to allow for temporary vehicular access to the compound. Upon removal of the site compound the bollards shall be reinstated.

REASON: To ensure to ensure that authorised vehicles can enter and leave the highway in a controlled manner in the interests of highway safety.

- 12 Adequate turning areas shall be made available at all times to enable all vehicles to enter and exit the site in a forward gear, with turning facilities accommodated entirely within the site boundaries.

REASON: In order to ensure that appropriate turning facilities for all vehicles are provided within the site and to minimise potential conflict with other users of the highway.

- 13 No obstruction to any right of way shall be permitted to commence on site until such time as an Order securing the diversion of the existing definitive right of way on footpath No. 5 (Canvey) to a route to be agreed with the Local Planning Authority has been confirmed and the new route has been constructed to the satisfaction of the Local Planning Authority.

Upon removal of the site compound the existing right of way shall be reinstated in its original location and to its original condition.

REASON: To ensure the continued safe passage of pedestrians on the public right of way and accessibility.

- 14 The hoarding surrounding the development hereby permitted shall be erected in accordance with the details contained within the Site Compound Arrangements document received by the local planning authority on 8th June 2022.

REASON: For the avoidance of doubt and in order to achieve a satisfactory external appearance of the site.

- 15 Upon first use of the site, the approved Flood Response Plan Reference 002d dated 14th June 2022 shall be enacted and thereafter maintained at all times that the site compound is in use. Any revisions to the Plan shall first be submitted to and formally approved by the Local Planning Authority.

REASON: In order to ensure the appropriate protection of users of the site in the event of a flood.

- 16 There shall be no storage of raw materials on any outdoor part of the site above a height of 2.4 metres.

REASON: To ensure that the storage of materials does not detract from the character and appearance of the surrounding area.

Informatives

- 1 The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application and negotiating acceptable amendments to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for a revised scheme, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

- 2 Please note that a site notice was displayed in a publicly visible location at the site. Castle Point Borough Council would appreciate your co-operation in taking the site notice down and disposing of it properly, in the interests of the environment.

- 3 Essex Fire and Rescue Service
Water Supplies

The architect or applicant is reminded that additional water supplies for firefighting may be necessary for this development. The architect or applicant is urged to contact the Water Technical Officer at Service Headquarters, telephone 01376-576344.

Sprinkler Systems

"There is clear evidence that the installation of Automatic Water Suppression Systems (AWSS) can be effective in the rapid suppression of fires. Essex County Fire & Rescue Service (ECFRS) therefore uses every occasion to urge building owners and developers to consider the installation of AWSS. ECFRS are ideally placed to promote a better understanding of how fire protection measures can reduce the risk to life, business continuity and limit the impact of fire on the environment and to the local economy.

Even where not required under Building Regulations guidance, ECFRS would strongly recommend a risk-based approach to the inclusion of AWSS, which can substantially reduce the risk to life and of property loss. We also encourage developers to use them to allow design freedoms, where it can be demonstrated that there is an equivalent level of safety and that the functional requirements of the Regulations are met."

4 Highway Authority

- o The grant of planning permission does not automatically allow development to commence. All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works.
- o The Public Right of Way network is protected by the Highways Act 1980. Any unauthorised interference with any route noted on the Definitive Map of PROW is considered to be a breach of this legislation. The public's rights and ease of passage over public footpath no. 5 Canvey, shall be maintained free and unobstructed at all times to ensure the continued safe passage of the public on the definitive right of way.
- o Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the carriageway.
- o The applicant should be made aware of the potential relocation of the utility apparatus in the highway; any relocation shall be fully at the applicant's expense.
- o The requirements above shall be imposed by way of negative planning condition or planning obligation with associated legal framework as appropriate.
- o The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org

5 Lead Local Flood Authority (LLFA)

Strongly recommend looking at the Essex Green Infrastructure Strategy to ensure that the proposals are implementing multifunctional green/blue features effectively. The link can be found below.

<https://www.essex.gov.uk/protecting-environment>

Essex County Council has a duty to maintain a register and record of assets which have a significant impact on the risk of flooding. In order to capture proposed SuDS which may form part of the future register, a copy of the SuDS assets in a GIS layer should be sent to suds@essex.gov.uk.

Any drainage features proposed for adoption by Essex County Council should be consulted on with the relevant Highways Development Management Office.

Changes to existing water courses may require separate consent under the Land Drainage Act before works take place. More information about consenting can be found in the attached standing advice note.

It is the applicant's responsibility to check that they are complying with common law if the drainage scheme proposes to discharge into an off-site ditch/pipe. The applicant should seek consent where appropriate from other downstream riparian landowners.

6 Port of London Authority (PLA)

The applicant will require a River Works licence for the overall revetment proposals in this area.

ITEM 3

Application Number:	22/0299/FULCLO
Address:	South Of Western Esplanade West Of The Welcome Hut Canvey Island Essex SS8 0DA (Canvey Island South Ward)
Description of Development:	Temporary construction compound area to support the works to the revetment at Canvey Island
Applicant:	Environment Agency
Case Officer	Mr Stephen Garner

Summary

The proposal seeks consent for the siting of a temporary construction compound area to the south of Western Esplanade to support renewal and upgrade works to 3.2km of revetment along the southern shoreline of Canvey Island. The renewal and upgrade works to the revetment are in order to maintain and improve this stretch of Canvey Island's tidal flood defences.

Subject to relevant and necessary conditions where appropriate, the proposal is considered to be consistent with national and local policy and the proposal is therefore recommended for APPROVAL.

This case is presented to committee because the council is the landowner.

Site Visit

It is not considered necessary for members to visit the site prior to determination of the application.

Introduction

The Environment Agency intend to undertake refurbishment and replacement works to the seawall on the southern and eastern coast of Canvey Island. These works will be undertaken under permitted development rights enjoyed by the EA under Class D of Part 13 of the General Permitted Development Order 2015. Such works do not require the formal consent of this Authority.

To support such works, it will be necessary for a series of storage compounds to be formed. These compounds do require the consent of this Authority and are the subject of a series of reports attached to this Agenda.

This report is primarily concerned with the application for Satellite Compound 1 (SC1), proposed to be located to the south of Western Esplanade.

However, to provide the context for this application, it should be noted that five compounds are proposed in total as indicated in the figure below, along the southern shoreline of Canvey Island.



All compound sites have been selected following a consultation process in 2021 aimed at local residents and businesses that was as comprehensive as possible within government COVID-19 guidelines for engagement. The selection strategy has regard to former compound and storage areas used in the late 1970s and early 1980s when the existing tidal defences were constructed, minimal disruption to residents, businesses, and the existing road network, whilst at the same time providing the necessary access to the working areas for these essential works to the flood defence infrastructure. Therefore, all compound locations are situated on the southern or eastern sides of existing roads to provide the most efficient access route to the tidal defences. This removes the need for any traffic management (such as temporary traffic lights) on local residential roads. The compound areas have been designed to utilise the minimum possible area whilst keeping them operational and functional.

It is proposed that the project be delivered utilising one main compound, three satellite compounds and a materials storage area along the southern frontage. This provision has been made based on the duration of the works, extensive working area and material requirements. Due to the linear nature of the assets being worked on, the intent is that the main compound area be as close to the centre as possible, with satellite compounds spread along the length of the tidal defences up and removed based on the programmed revetment works location and progress.

A key aspect of the works which the smaller compounds will be required for is the main body OSA/LSA (Open Stone Asphalt/Lean Sand Asphalt) work which requires temperature-controlled storage and regulation to ensure a good quality finish along the revetment. The delivery and storage of this material closer to the works areas is critical to maximising the time from delivery to laying.

The Application Site

Satellite Compound 1 (SC1) will be located on the southern side of Western Esplanade towards its western end. It has an area of some 1630m² and is scheduled to be operational for a period of one and a half years following commencement of the works.

The site is currently a grassed area of public open space at the bottom of the landward side of the existing embankment. To the north of the site on the opposite side of Western Esplanade are

residential properties, to the east is The Welcome Hut cafe and to the south and west are the existing embankment.

An existing vehicular access ramp runs through the centre of the site from Western Esplanade up to the top of the embankment, linking with the footpath that runs along the top of the embankment.

The Proposal

The proposal seeks consent for the siting of a temporary construction compound area to support renewal and upgrade works to 3.2km of revetment along the southern shoreline of Canvey Island.

Where the existing access ramp is located, it divides the site into two halves. The western side is proposed to accommodate site welfare facilities, offices and parking, whilst the eastern side would be utilised as an operational space to receive, sort and site batch asphalt to be used in the proposed works to the revetment.

Satellite Compound 1 will also include surface water drainage and temporary storage provisions to ensure no additional surface water runoff from the site..

The compound area will be enclosed by a solid 2.4m high hoarding to all sides with access gates into the lower section of the existing access ramp for both halves, southern side for the eastern half and western side for the western half.

LED lighting is proposed to be mounted to the inside of the hoardings and on some of the modular single storey buildings, facing down into the compound area.

This compound area is proposed to be established by Quarter 1 2023 and is expected to be in place for the duration of the works, until Quarter 3 2024.

Supplementary Documentation

In addition to numerous drawings, this application is supported by a number of supplementary planning documents:

- o Design and Access Statement
- o Construction Traffic Management Plan
- o Construction and Environmental Management Plan
- o Transport Statement
- o Drainage Strategy for Temporary Works Compounds
- o Indicative Lighting Design
- o Preliminary Ecological Appraisal
- o Site Waste Management Plan
- o Flood Response Plan

Planning History

Comprehensive pre-application engagement with the Environment Agency and the TEAM2100 project team has taken place since 2018.

Related Applications			
Application No.	Location	Proposal	Determination
22/0298/CLP	Land Between Thorney Bay in the West and A Point South of The Island Yacht Club in The East, Thorney Bay	Replacement and widening of floodgates; widening of the maintenance access track on the riverward side of the seawall at certain locations; replacement of all the concrete steps that lead down the revetment to the foreshore and maintenance track repairs (landward side of seawall); replacement of the concrete apron around the Concorde Cafe and the access ramp down to the foreshore; temporary ramps; Landscape, amenity and habitat opportunities associated with the required works	Certificate of Lawfulness of Proposed Development – Granted 30 th May 2022
22/0302/FULCLO	Wooden Park Thorney Bay, Canvey Island	Temporary construction compound area to support the works to the revetment at Canvey Island	Not yet determined
22/0300/FULCLO	Land Located to the East of Marine Parade and Beveland Road, Canvey Island	Temporary construction compound area to support the works to the revetment at Canvey Island	Not yet determined
22/0301/FULCLO	Western Part of the Existing Eastern Esplanade Car Park and South of The Eastern Esplanade Bandstand Area, Canvey Island	Temporary construction compound area to support the works to the revetment at Canvey Island.	Not yet determined
22/0320/FULCLO	Land to the East of Eastern Esplanade and to the South of Athol Close, Canvey Island	Temporary construction compound area to support the works to the revetment at Canvey Island	Not yet determined

Local Plan Allocation

Public Open Space

Relevant Policies and Government Guidance

NPPF National Planning Policy Framework (2021)

NPPG National Planning Practice Guidance

Adopted Local Plan (1998)

EC2 Design

EC3 Residential Amenity

EC4 Pollution

EC7 Natural and Semi-Natural Features in Urban Areas

T8 Parking Provision

RE12 Public Rights of Way

Essex Parking Standards September 2009 (Adopted June 2010)

Consultation

Anglian Water

No comment

Cadent Gas

No comments received

Calor Gas

No comments received

Canvey Island Town Council

No comments received

CPBC Environmental Health

No objection to the proposal subject to the implementation of two conditions regarding noise and light pollution in order to protect the amenity of occupiers of surrounding residential premises.

CPBC Legal Services

No objection, however, proper licenses to use council land should be in place before the proposed compound area is used.

CPBC Planning Policy

No comments received

CPBC Streetscene

No comments received

Environment Agency

No objection

Essex & Suffolk Water

No comments received

Essex Highways

No objection to the proposal subject to the implementation of a number of conditions where relevant and necessary.

Essex Fire and Rescue

No objection

Port of London Authority

No objection

Essex Wildlife Trust

No comments received

Health & Safety Executive – Land Use Planning Team

No comment

Health & Safety Executive – Explosives Inspectorate

No comment

Lead Local Flood Authority

No comments received

Public Consultation

In addition to letters sent directly to local residents adjacent to the site, site notices were posted in the local area to publicise the proposal. No objection comments have been received.

Comments on Consultation Responses

All material concerns raised will be considered in the evaluation of this proposal.

Evaluation of Proposal

The starting point for determining a planning application is the National Planning Policy Framework (NPPF) and those saved policies within the council's Adopted Local Plan (1998), alongside supporting policy documents and supplementary planning documents (SPDs).

It is important to note that this application seeks consent only for the site compound and associated works to create the site compound. Works relating to the seawall and revetment have been found to constitute permitted development and are not part of the consideration of this proposal.

Principle

Section 70 of the Town and Country Planning Act 1990 and section 38 of the Planning and Compulsory Purchase Act 2004 require applications to be determined in accordance with the development plan unless there are clear and convincing material considerations that indicate otherwise.

National Planning Practice Guidance advises that the NPPF is a material consideration that must be taken into account where it is relevant to a planning application. This includes the presumption in favour of sustainable found at paragraph 11 of the Framework:

- o *“approving development proposals that accord with an up-to-date development plan without delay; or*
- o *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁸, granting permission unless:*
 - v. *the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed⁷; or*
 - vi. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.”*

The area is allocated within the adopted Local Plan as public open space. The proposed development is inconsistent with that use and *prima facie*, the proposal should attract a recommendation of refusal on the basis of the loss of open space.

However, whilst the retention of the land as an open space is important to serve the recreational needs of local residents, it is also important to consider the detail and benefits of the proposal. Firstly, the proposal is for a temporary site compound which would be in situ for approximately one and a half years. This is not a permanent loss of public open space and once the works are completed the site compound will be removed and the site returned to its former condition.

Secondly, the provision of appropriate compounds is essential to the Environment Agency’s ongoing programme of refurbishment and replacement of Canvey Island’s tidal flood defences which are necessary to ensure the continued protection of residents, businesses and properties on the island from tidal flooding. This weighs heavily in favour of the proposal.



Areas of proposed refurbishment works

Despite its temporary nature, it would still be in situ for approximately two and a half years. Therefore, it is also important to consider whether there are any alternative sites which are more suitable and would not rely on an area of public open space.

There are specific requirements which need to be met for the main site compound which take into account criteria such as proximity to the seawall, impact on the road network, impact on local residents and the physical space requirements.

Other sites were discounted due to their distance from the other compounds and work site, which would generate more plant and vehicle movements each day to reach the seawall causing additional disruption to the road network and disturbance to local residents, increased carbon emissions and extend the construction programme. Utilising the Canvey Central Park by the Labworth was also discounted due to it being situated within the key amenity frontage and having a subterranean drainage system which would likely be damaged by the heavy machinery operating above.

The chosen location is the preferred option for the applicant as it provides the necessary free space immediately adjacent to the works area. The location will minimise vehicle and plant movements on local roads and associated traffic management works such as temporary traffic lights and is located along the revetment the works will be taking place over. It would therefore provide accessibility both to the east and west, whilst minimising wider disruption.

It is considered that the applicant has examined all available reasonable alternative sites and that the preferred site is most appropriate for the requirements of the works. This alongside the wider public benefits associated with the proposed works in providing protection against tidal flooding for the whole of Canvey Island weighs heavily in favour of permitting the temporary site compound. Whilst the proposal would result in the temporary loss of public open space, the wider public benefit arising from its use as a compound to support flood defence works outweigh the temporary harm to recreational provision.

No objection is therefore raised to the principle of such provision at this location.

Design and layout

Policy EC2 of the council's adopted Local Plan seeks a high standard of design in all developments. In particular, regard is to be given to the scale, density, siting, design, layout and external materials of any development, which shall be appropriate to its setting and which should not harm the character of its surroundings. This is consistent with paragraphs 128 and 130 of the NPPF.

The proposed scheme is for a temporary site compound, so opportunities to incorporate a high standard of design are somewhat limited. However, in an attempt to improve the external appearance of the site compound, it is proposed to erect 2.4m solid hoarding to the sides to screen the content of the site compound from residential properties and to provide an element of security to the equipment and materials stored within the compound. Heras fencing to a height of 2.4m is proposed to the southern side of the compounds eastern half to provide easy access to the seawall.

Opposite properties on Western Esplanade it is proposed to install decorative “leaf effect” hoarding panels, whilst to the east of the site adjacent there are proposed to be some artistic panels installed on the hoarding.

The proposed hoarding will be located to facilitate pedestrian access around the compound in all directions so to minimise impacts to local residents’ pedestrian movements.

This type of fencing arrangement is not uncommon on construction sites/compounds and within the context of the proposed use and area it is not considered to be of an unacceptable design, as providing no screening to the compound would detract from the appearance of the wider area to a far greater degree. Attempts have been made to improve the general appearance of the hoarding and site as a whole and no objection is therefore raised to the proposal on this basis.

Impact on residential amenity

Policy EC2 considers the impact of development on neighbouring residents.

Policy EC3 of the adopted Local Plan states that development proposals which would have a significant adverse effect upon the residential amenity of the surrounding area by reason of traffic, noise, fumes or other forms of disturbance will be refused.

Policy EC4 of the adopted Local Plan seeks to ensure that development proposals which would have a significant adverse effect on health, the natural environment, or general amenity by reason of releases of pollutants to water, land or air, or by reason of noise, dust, vibration, light or heat will be refused.

The proposed site compound presents the opportunity for an impact on residential amenity by reason of additional traffic, noise, air and light pollution.

The scheme proposes a site compound which will accept deliveries of materials and heavy machinery which would generate additional traffic, noise and air pollution within the local area. Lighting is also proposed within the site compound, attached to the internal walls of the compound hoarding and angled downwards.

The applicant has submitted a Construction and Environmental Management Plan which sets out the baseline noise measurements which have been undertaken and acknowledges that during the evening specifically, construction noise is likely to exceed baseline levels. However, the document sets out a series of mitigation measures to minimise disturbances wherever possible. Such measures include:

- o Temporary noise screens or enclosures
- o Utilisation of mains utilities rather than noisy generators
- o Restriction of deliveries and movement of equipment to normal working hours where possible
- o Speed restrictions of vehicles to prevent vibrations to nearby houses
- o Turning off plant and equipment when not in use
- o Keeping all local residents and property owners well informed

Lighting is proposed within the site compound attached to the compound hoarding and angled down into the site. An example lighting scheme has been submitted illustrating potential light

overspill from the development when in use which helpfully illustrates that whilst the site may emit a glow, the actual light overspill into the surrounding area will be minimised.

The council's Environmental Health Officer has raised no objections to the proposal and has suggested the imposition of two conditions requiring works to be undertaken in accordance with the Construction and Environmental Management Plan as well as controlling the level of illumination and light pollution. On the basis of this professional advice, no objection is raised to the proposal on the basis of noise, air or light pollution generated from the construction of and/or use of the site compound.

However, it is important to consider the proposed hours of operation of the site compound and how this may disturb nearby residents.

It is proposed that the site compound be permitted to be operational between the hours of 06:00 – 22:00 Monday to Friday. The reason for these seemingly extended hours is that works to the estuary side of the revetment will be undertaken in accordance with the times of the low-tide window. Only one tidal shift will be carried out each day and this may be entirely or partially within the normal construction hours of 08:00 – 18:00. However, where the tidal pattern is such that this is not possible, the extended construction hours are proposed to be utilised in order to speed up the works and minimise the length of time the compound is required to be in situ. Therefore, these times of operation will vary, and the site will not necessarily be in use throughout the entire 16-hour period. Works to the landward side of the revetment will take place during normal construction hours of 08:00 – 18:00.

Work undertaken outside of these hours has the potential to cause disturbance to local residents. The impact of the proposed extended working times has been carefully considered, however the consequence of not permitting works during these extended periods would be to double the number of weeks required for works to the estuary side of the revetment, from 109 to 218, due to the halving of the number of productive working shifts each month. This would in turn result in the site compound being in place for double the period of time whilst the works are completed.

It is considered that permitting the additional working hours in order to speed up the overall construction process presents a pragmatic compromise between ensuring the works are completed as quickly as possible whilst attempting to minimise the impact on neighbouring residents as far as is practicable. No objections it therefore raised to the principle of the extended hours of operation.

It is proposed to regularly update residents of the proposed shift working times through a dedicated project website, local bulletin board, signage and an engagement hub so that residents are well informed regarding the operating times.

Impact on wildlife

The proposal is accompanied by a preliminary ecological appraisal which notes that the main site compound consists of modified grassland with some scattered scrub. This area is not a designated or priority habitat. Given the limited biodiversity value of the site, it is not considered that the proposal would have a detrimental impact on wildlife within the area subject to mitigation measures regarding noise, dust and other potential pollutants, which are covered within the Construction and Environmental Management Plan. No objection is raised to the proposal on this basis.

Parking, access and transit

Policy T8 requires adopted parking standards to be taken into account. Parking spaces should be 2.9m x 5.5m with accessible spaces measuring 3.9 x 6.5m. End of row spaces next to hard objects should be afforded an additional 1.0m of space to allow for ease of manoeuvrability into and out of end bay spaces.

The Essex Vehicle Parking Standards do not have specific parking standards relating to temporary construction compounds; however, it should nonetheless be considered on its own merits.

It is expected that there will be 20 permanent staff at the main site compound with a further 6-10 labourers, however during construction the numbers of workers will vary. Subcontractors will bring in additional members of staff, including delivery drivers (estimated to be 20 drivers at a peak) for the OSA/LSA materials and it is anticipated that a maximum of 130 people will be spread across this site and the remainder of the site compounds which will provide overflow car parking facilities when in use. The compounds would provide the following:

Compound	No. Spaces
Main Site Compound	35
Satellite Compound 1	30
Satellite Compound 2	16
Satellite Compound 4	25
Total	106

Given that the parking standards represent a maximum number of spaces required, and paragraph 108 of the NPPF states maximum parking standards should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, this is felt to represent a reasonable level of parking provision.

A total of 106 parking spaces across this compound (30) and the satellite compounds (76) are proposed which are considered to provide an adequate degree of parking for the number of contractors given that the number of 130 is considered to be an absolute maximum and would likely be less than this with averages anticipated to be around 70 cars and light goods vehicles.

No objection is therefore raised to the proposal on this basis.

It is important to note that delivery drivers would not require parking in the same manner as staff working at the site and would leave the site once deliveries have been made.

Adequate space is proposed to be provided within the main site compound for HGVs to enter the site, turn around and leave unassisted in a forward gear. The entire route leading to this site is along a distributor route.

The submitted Transport Assessment identifies that across all sites peak demand will be:

“236 HGV movements (118 deliveries in/118 deliveries out);

- o 184 car/LGV movements (92 arrivals in the morning, 92 departures in the late afternoon/evening); and*
- o 4 minibus movements (2 pick-up and 2 drop-off services).*

This implies the following increases in HGV traffic:

- o The worst case period for the Eastern route is a 5 week period from 09/01/23 to 06/02/23 with 85 two way HGV trips per week.*
- o The worst case period for the Western route is a 3 week period from 25/03/24 to 08/04/24 with 236 two way HGV trips per week.”*

Pre-determined routes are proposed to access Canvey Island, which utilises Canvey Way. The main compound is proposed to be accessed via Canvey Road, Long Road, Thorney Bay Road, Western Esplanade and Eastern Esplanade. It is anticipated that there will be some additional HGV and LGV vehicle movements between the site compounds along Eastern and Western Esplanades, however it is aimed to keep these to a minimum wherever possible.

Whilst the proposal will undoubtedly introduce additional traffic to the network, the proposed routes to access the sites will minimise the impact to as great a degree as they can whilst still facilitating the essential works to the revetment.

Flood risk

Table 2 of the NPPG (Paragraph: 066 Reference ID: 7-066-20140306) sets out that development to flood control infrastructure is considered to be ‘water-compatible’. The proposed site compound is to facilitate works to the revetment and as such is considered to be a water-compatible form of development. Table 3 of the NPPG (Paragraph: 067 Reference ID: 7-067-20140306) identifies that such development is acceptable within Zone 3A.

It has been identified in the consultation response from the Environment Agency that there is a residual risk of tidal flooding during a 1 in 1000-year event which should be considered. Further to this there is a residual risk from pluvial flooding which means that the proposed compound and buildings on it are liable to flood in the event of a heavy rain event. Therefore, this poses a risk to the potential users of the buildings on-site and the compound.

A Flood Response Plan (FRP) has been submitted alongside this application which identifies the actions that are to be taken by workers in the event of a flood warning being issued or in the actual event of a flood. It is considered that the content of this FRP is sufficient to ensure the safety of the workers at the temporary site compounds and no objection is raised to the proposal on this basis.

Surface water drainage

The Framework states on several occasions including at paragraph 167 that when determining planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. This includes ensuring that surface water is dealt with appropriately and does not increase the risk of surface water flooding for nearby sites.

Practice guidance states that generally, the aim should be to discharge surface runoff as high up the following hierarchy of drainage options (Paragraph: 080 Reference ID: 7-080-20150323) as reasonably practicable:

1. into the ground (infiltration)
2. to a surface water body

3. to a surface water sewer, highway drain or another drainage system
4. to a combined sewer

Canvey Island has particular circumstances due to its flat topography, whereby all rainwater that falls on the island is drained by gravity through a network of pipes and other watercourses to a number of pumping stations around the perimeter of the island where it has to be pumped over the sea wall.

The ground conditions on Canvey Island are London Clay which offers poor permeability for rainwater which combined with a high-water table severely reduces the effectiveness of items such as soakaways or other infiltration methods. For this reason, infiltration is not considered a suitable method for disposal of surface water.

The proposed compound would be largely covered in impermeable surfaces including but not limited to hardstanding for parking and material storage as well as temporary buildings for offices and welfare facilities. Surface water runoff from the site would therefore be increased by the proposed development, albeit for the temporary lifespan of the compound.

The scheme has used outputs of the 2015 Canvey Island Integrated Urban Drainage (IUD) model and has therefore been designed with an attenuated subterranean storage system with controlled discharge to the existing surface water drainage system, which runs through the site, to mimic the existing greenfield runoff rates already exhibited by the site so that the proposal does not make the existing situation worse. This specific system would have a storage capacity of some 39m³ and a discharge rate of 1 l/s with a depression to the centre of the site and earth bunds (~0.15m) to the boundaries to contain surface water runoff within the site.

Subject to a condition requiring the submitted surface water drainage scheme to be implemented and maintained, no objection is raised to the proposal on this basis.

Conclusion and planning balance:

Whilst the proposal would result in the temporary loss of public open space and would result in some detrimental impacts to local residents by reason of increased traffic, noise, light and air pollution, the overall use of the area would be retained as public open space in the long term and the proposal would bring about far wider benefits to the entire community of Canvey Island, by enabling the upgrade and maintenance of the revetment and enhancing tidal flood protection to the whole of Canvey Island.

It is considered that any temporary adverse impacts of the proposed compound areas and associated works can be ameliorated through appropriate planning conditions and will be compensated for in the long-term by the benefits of the upgrade and maintenance of the flood defences.

I have taken all other matters raised by interested parties into consideration, but none are sufficient to outweigh the considerations that have led to my recommendation.

My **RECOMMENDATION** is **Approval**

Conditions

- 1 The development hereby permitted shall be begun on or before the expiration of three years beginning with the date of this permission.

REASON: This condition is imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

- 2 The use of the site as a construction compound shall cease no later than four years beginning with the date of this permission. All works and structures shall be removed from the land on or before that date and the land returned to its former condition.

REASON: This condition is imposed in order to permit the use of the site to strengthen Canvey Island's flood defences whilst preventing the permanent use of the site as a construction compound which would result in the permanent loss of public open space to the detriment of the residential amenity, health and wellbeing of local residents as well as being out of character with the surrounding built environment.

- 3 The development hereby permitted shall be carried out in accordance with the approved plans listed on this decision notice.

REASON: For the avoidance of doubt and in order to achieve satisfactory development of the site.

- 4 Prior to the commencement of the development hereby approved a site condition survey report for the entire site area shall be undertaken and submitted to the local planning authority.

REASON: In order to provide a means of assessing any damage that may be caused by the development.

- 5 Transport to and from the site shall be undertaken in accordance with the provisions of the submitted Construction Traffic Management Plan Reference: TEA-3B-00.00-RP-TM-00-00002 Revision P03 dated 15th June 2022 and the Transport Statement Reference: TEA-3B-00.00-RP-TM-00-00001 Revision P03 dated 15th June 2022, from which traffic movements shall not be exceeded without the formal consent of the Local Planning Authority.

REASON: In order to protect the amenity of residents during the construction period and to minimise disruption to the local road network.

- 6 Development of the site shall be undertaken in accordance with the provisions of the submitted Drainage Strategy for Temporary Works Compounds Reference: TEA-3B-00.00-RP-CI-00-000001 Revision P01 dated 15th March 2022 from which there shall be no deviation without the formal consent of the Local Planning Authority.

Such surface water drainage system shall be suitably maintained thereafter at all times whilst the site is in use.

There shall be no discharge of surface water onto the Highway.

REASON: To limit the potential for increased surface water runoff from the site and ensure the continued operation of the system to prevent exacerbation of hazards from surface water flooding and avoid the formation of ice on the highway in the interest of highway safety.

- 7 Development of the site shall be undertaken in accordance with the provisions and recommendations set out in the Preliminary Ecological Appraisal Reference TEA-3B-00.00-RP-EN-00-000006 Revision P01.2 dated 22nd March 2022, from which there shall be no deviation without the formal consent of the Local Planning Authority.

REASON: In order to protect the ecological features and ecology of the site during the construction period.

- 8 Development of the site shall be undertaken in accordance with the provisions of the submitted Construction and Environmental Management Plan Reference: TEA-3B-00.00-CO-TC-00-000003 Revision P02 dated 30th March 2022, from which there shall be no deviation without the formal consent of the Local Planning Authority.

REASON: In order to protect the ecological features of the site and the amenity of adjoining residents during the construction period.

- 9 The site compound hereby permitted shall only be used between the hours of 06:00 and 22:00 Monday to Friday.

REASON: In order to protect the amenities afforded to occupants of nearby residential properties.

- 10 A schedule of dates, times, locations and works to be undertaken outside of the normal construction hours of 08:00 - 18:00 shall be published by the applicant in a publicly accessible manner at the boundary of the site compound physically as well as online at the Canvey Island southern shoreline revetment project - information page at least three weeks prior to works being undertaken.

REASON: In order to keep local residents well informed of construction planned outside of normal construction hours in the interests of protecting the amenity of nearby residential occupants.

- 11 External artificial lighting at the development shall not exceed lux levels of vertical illumination at neighbouring premises that are recommended by the 'The Institution of Lighting Engineers: Guidance Notes for The Reduction of Light Pollution, 2000.' Lighting should be minimised and glare and sky glow should be prevented by correctly using, locating, aiming and shielding luminaires, in accordance with the Guidance Notes.

Site lighting shall be turned off when the site compound is not in use.

REASON: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by lighting.

- 12 As shown in principle on planning drawing TEA-3B-00.00-DR-EG-00-002505 Rev P01. A section of bollards shall be removed at the eastern end of Eastern Esplanade to allow for temporary vehicular access to the compound. Upon removal of the site compound the bollards shall be reinstated.

REASON: To ensure to ensure that authorised vehicles can enter and leave the highway in a controlled manner in the interests of highway safety.

- 13 Prior to first beneficial use of the site compound the approved parking area as depicted on Drawing No. TEA-3B-00.00-DR-EG-00-002503 Revision P01 shall be provided, with spaces complying with the adopted Essex Vehicle Parking Standards (2009) marked out and made available for use.

The approved parking shall thereafter be retained for its approved purpose for the duration of the use of the site compound and used for no other purpose.

REASON: In order to ensure the provision of adequate on-site parking facilities for the approved development.

- 14 Adequate turning areas shall be made available at all times to enable all vehicles to enter and exit the site in a forward gear, with turning facilities accommodated entirely within the site boundaries.

REASON: In order to ensure that appropriate turning facilities for all vehicles are provided within the site and to minimise potential conflict with other users of the highway.

- 15 No obstruction to any right of way shall be permitted to commence on site until such time as an Order securing the diversion of the existing definitive right of way on footpath No. 5 (Canvey) to a route to be agreed with the Local Planning Authority has been confirmed and the new route has been constructed to the satisfaction of the Local Planning Authority.

Upon removal of the site compound the existing right of way shall be reinstated in its original location and to its original condition.

REASON: To ensure the continued safe passage of pedestrians on the public right of way and accessibility.

- 16 The hoarding surrounding the development hereby permitted shall be erected in accordance with the details contained within the Site Compound Arrangements document received by the local planning authority on 8th June 2022.

REASON: For the avoidance of doubt and in order to achieve a satisfactory external appearance of the site.

- 17 Upon first use of the site, the approved Flood Response Plan Reference 002a dated 14th June 2022 shall be enacted and thereafter maintained at all times that the site compound is in use. Any revisions to the Plan shall first be submitted to and formally approved by the Local Planning Authority.

REASON: In order to ensure the appropriate protection of users of the site in the event of a flood.

- 18 There shall be no storage of raw materials on any outdoor part of the site above a height of 2.4 metres.

REASON: To ensure that the storage of materials does not detract from the character and appearance of the surrounding area.

Informatives

- 1 The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application and negotiating acceptable amendments to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for a revised scheme, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
- 2 Please note that a site notice was displayed in a publicly visible location at the site. Castle Point Borough Council would appreciate your co-operation in taking the site notice down and disposing of it properly, in the interests of the environment.
- 3 Essex Fire and Rescue Service

Water Supplies

The architect or applicant is reminded that additional water supplies for firefighting may be necessary for this development. The architect or applicant is urged to contact the Water Technical Officer at Service Headquarters, telephone 01376-576344.

Sprinkler Systems

"There is clear evidence that the installation of Automatic Water Suppression Systems (AWSS) can be effective in the rapid suppression of fires. Essex County Fire & Rescue Service (ECFRS) therefore uses every occasion to urge building owners and developers to consider the installation of AWSS. ECFRS are ideally placed to promote a better understanding of how fire protection measures can reduce the risk to life, business continuity and limit the impact of fire on the environment and to the local economy.

Even where not required under Building Regulations guidance, ECFRS would strongly recommend a risk-based approach to the inclusion of AWSS, which can substantially reduce the risk to life and of property loss. We also encourage developers to use them to allow design freedoms, where it can be demonstrated that there is an equivalent level of safety and that the functional requirements of the Regulations are met."

- 4 Highway Authority
 - o The grant of planning permission does not automatically allow development to commence. All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works.

- o The Public Right of Way network is protected by the Highways Act 1980. Any unauthorised interference with any route noted on the Definitive Map of PROW is considered to be a breach of this legislation. The public's rights and ease of passage over public footpath no. 5 Canvey, shall be maintained free and unobstructed at all times to ensure the continued safe passage of the public on the definitive right of way.
- o Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the carriageway.
- o The applicant should be made aware of the potential relocation of the utility apparatus in the highway; any relocation shall be fully at the applicant's expense.
- o The requirements above shall be imposed by way of negative planning condition or planning obligation with associated legal framework as appropriate.
- o The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org

5 Port of London Authority (PLA)

The applicant will require a River Works licence for the overall revetment proposals in this area.

ITEM 4

Application Number:	22/0301/FULCLO
Address:	Western Part Of The Existing Eastern Esplanade Car Park and South Of The Eastern Esplanade Bandstand Area Canvey Island Essex SS8 7FJ (Canvey Island South Ward)
Description of Development:	Temporary construction compound area to support the works to the revetment at Canvey Island.
Applicant:	Environment Agency
Case Officer	Mr Stephen Garner

Summary

The proposal seeks consent for the siting of a temporary construction compound area to the south of Eastern Esplanade to support renewal and upgrade works to 3.2km of revetment along the southern shoreline of Canvey Island. The renewal and upgrade works to the revetment are in order to maintain and improve this stretch of Canvey Island's tidal flood defences.

Subject to relevant and necessary conditions where appropriate, the proposal is considered to be consistent with national and local policy and the proposal is therefore recommended for APPROVAL.

This case is presented to committee because the council is the landowner.

Site Visit

It is not considered necessary for members to visit the site prior to determination of the application.

Introduction

The Environment Agency intend to undertake refurbishment and replacement works to the seawall on the southern and eastern coast of Canvey Island. These works will be undertaken under permitted development rights enjoyed by the EA under Class D of Part 13 of the General Permitted Development Order 2015. Such works do not require the formal consent of this Authority.

To support such works, it will be necessary for a series of storage compounds to be formed. These compounds do require the consent of this Authority and are the subject of a series of reports attached to this Agenda.

This report is primarily concerned with the application for Satellite Compound 2 (SC2), proposed to be located to the south of Eastern Esplanade, largely on part of the Movie Starr cinema car park.

However, to provide the context for this application, it should be noted that five compounds are proposed in total as indicated in the figure below, along the southern shoreline of Canvey Island.



All compound sites have been selected following a consultation process in 2021 aimed at local residents and businesses that was as comprehensive as possible within government COVID-19 guidelines for engagement. The selection strategy has regard to former compound and storage areas used in the late 1970s and early 1980s when the existing tidal defences were constructed, minimal disruption to residents, businesses, and the existing road network, whilst at the same time providing the necessary access to the working areas for these essential works to the flood defence infrastructure. Therefore, all compound locations are situated on the southern or eastern sides of existing roads to provide the most efficient access route to the tidal defences. This removes the need for any traffic management (such as temporary traffic lights) on local residential roads. The compound areas have been designed to utilise the minimum possible area whilst keeping them operational and functional.

It is proposed that the project be delivered utilising one main compound, three satellite compounds and a materials storage area along the southern frontage. This provision has been made based on the duration of the works, extensive working area and material requirements. Due to the linear nature of the assets being worked on, the intent is that the main compound area be as close to the centre as possible, with satellite compounds spread along the length of the tidal defences up and removed based on the programmed revetment works location and progress.

A key aspect of the works which the smaller compounds will be required for is the main body OSA/LSA (Open Stone Asphalt/Lean Sand Asphalt) work which requires temperature-controlled storage and regulation to ensure a good quality finish along the revetment. The delivery and storage of this material closer to the works areas is critical to maximising the time from delivery to laying.

The Application Site

Satellite Compound 2 (SC2) will be located to the south of Eastern Esplanade on the western part of the Movie Starr cinema car park and to the rear of the bandstand. It has an area of some 1070m² and is scheduled to be established in quarter 4 of 2023 and demobilised in quarter 2 of 2024 with a break over the summer to minimise disruption to local businesses before mobilising again in quarter 4 of 2024 and remaining in place until quarter 2 in 2025.

Approximately 830m² of the site currently comprises the western part of the Movie Starr cinema car park, an area of land which is already entirely hard surfaced. To the west of the car park is a bandstand area and part of the land to the south of the bandstand, which is currently grassed public open space will also be used as part of the site compound. To the north of the site are a number of businesses, with some residential properties above commercial premises on the northern side of Eastern Esplanade. To the south of the site is the existing embankment.

A footpath leads directly south from the bandstand and up a flight of stairs to the top of the embankment and the site compound will be either side of this footpath but will not obstruct this.

The Proposal

The proposal seeks consent for the siting of a temporary construction compound area to support renewal and upgrade works to 3.2km of revetment along the southern shoreline of Canvey Island.

The larger eastern part of the compound will house an asphalt storage box, multiple storage areas, parking and a welfare area, whilst the smaller section to the east will have a meeting area and an office.

The compound area will be enclosed by a solid 2.4m high hoarding to all sides with access gates onto a new temporary vehicular access onto Eastern Esplanade.

LED lighting is proposed to be mounted to the inside of the hoardings and on some of the modular single storey buildings, facing down into the compound area.

This compound area is proposed to be established in quarter 4 of 2023 and demobilised in quarter 2 of 2024 with a break over the summer to minimise disruption to local businesses before mobilising again in quarter 4 of 2024 and remaining in place until quarter 2 in 2025.

Supplementary Documentation

In addition to numerous drawings, this application is supported by a number of supplementary planning documents:

- o Design and Access Statement
- o Construction Traffic Management Plan
- o Construction and Environmental Management Plan
- o Transport Statement
- o Drainage Strategy for Temporary Works Compounds
- o Indicative Lighting Design
- o Preliminary Ecological Appraisal
- o Site Waste Management Plan
- o Flood Response Plan

Planning History

Comprehensive pre-application engagement with the Environment Agency and the TEAM2100 project team has taken place since 2018.

Related Applications			
Application No.	Location	Proposal	Determination
22/0298/CLP	Land Between Thorney Bay in the West and A Point South of The Island Yacht Club in The East, Thorney Bay	Replacement and widening of floodgates; widening of the maintenance access track on the riverward side of the seawall at certain locations; replacement of all the concrete steps that lead down the revetment to the foreshore and maintenance track repairs (landward side of seawall); replacement of the concrete apron around the Concorde Cafe and the access ramp down to the foreshore; temporary ramps; Landscape, amenity and habitat opportunities associated with the required works	Certificate of Lawfulness of Proposed Development – Granted 30 th May 2022
22/0302/FULCLO	Wooden Park Thorney Bay, Canvey Island	Temporary construction compound area to support the works to the revetment at Canvey Island	Not yet determined
22/0300/FULCLO	Land Located to the East of Marine Parade and Beveland Road, Canvey Island	Temporary construction compound area to support the works to the revetment at Canvey Island	Not yet determined
22/0299/FULCLO	South of Western Esplanade West of The Welcome Hut, Canvey Island	Temporary construction compound area to support the works to the revetment at Canvey Island	Not yet determined
22/0320/FULCLO	Land to the East of Eastern Esplanade and to the South of Athol Close, Canvey Island	Temporary construction compound area to support the works to the revetment at Canvey Island	Not yet determined

Local Plan Allocation

Public Open Space and Seafront Entertainment Area

Relevant Policies and Government Guidance

NPPF National Planning Policy Framework (2021)

NPPG National Planning Practice Guidance

Adopted Local Plan (1998)

EC2 Design

EC3 Residential Amenity

EC4 Pollution

EC7 Natural and Semi-Natural Features in Urban Areas

EC39 Seafront Entertainment Area

T8 Parking Provision

RE12 Public Rights of Way

Essex Parking Standards September 2009 (Adopted June 2010)

Consultation

Anglian Water

Below threshold (500m² building footprint) for comment

Cadent Gas

No comments received

Calor Gas

No comments received

Canvey Island Town Council

No comments received

CPBC Environmental Health

No objection to the proposal subject to the implementation of two conditions regarding noise and light pollution in order to protect the amenity of occupiers of surrounding residential premises.

CPBC Legal Services

No objection, however, proper licenses to use council land should be in place before the proposed compound area is used.

CPBC Planning Policy

No comments received

CPBC Streetscene

No comments received

Environment Agency

No objection

Essex & Suffolk Water

No comments received

Essex Highways

No objection to the proposal subject to the implementation of a number of conditions where relevant and necessary.

Essex Fire and Rescue

No objection

Port of London Authority

No objection

Essex Wildlife Trust

No comments received

Health & Safety Executive – Land Use Planning Team

No comment

Health & Safety Executive – Explosives Inspectorate

No comment

Lead Local Flood Authority

The Lead Local Flood Authority (LLFA) issued a holding objection on 8th June based on the following reasons:

- o The documents submitted omit the drainage modelling outputs, which are required for a full application.
- o The assertion in the Drainage Strategy Report that no pollution will occur through the use of Satellite Compound 2 as an asphalt handling and batching area appears unrealistic. Demonstration of the measures which would be employed to achieve this are required.

Following submission of further details, the LLFA removed its holding objection on 15th June and raised no objection to the proposal based on the implementation of conditions where relevant and necessary.

Public Consultation

In addition to letters sent directly to local residents adjacent to the site, site notices were posted in the local area to publicise the proposal. No comments have been received in respect of these notices.

Comments on Consultation Responses

All material concerns raised will be considered in the evaluation of this proposal.

Evaluation of Proposal

The starting point for determining a planning application is the National Planning Policy Framework (NPPF) and those saved policies within the council's Adopted Local Plan (1998), alongside supporting policy documents and supplementary planning documents (SPDs).

It is important to note that this application seeks consent only for the site compound and associated works to create the site compound. Works relating to the seawall and revetment have been found to constitute permitted development and are not part of the consideration of this proposal.

Principle

Section 70 of the Town and Country Planning Act 1990 and section 38 of the Planning and Compulsory Purchase Act 2004 require applications to be determined in accordance with the development plan unless there are clear and convincing material considerations that indicate otherwise.

National Planning Practice Guidance advises that the NPPF is a material consideration that must be taken into account where it is relevant to a planning application. This includes the presumption in favour of sustainable found at paragraph 11 of the Framework:

- o *“approving development proposals that accord with an up-to-date development plan without delay; or*
- o *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁸, granting permission unless:*
 - vii. *the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed⁷; or*
 - viii. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.”*

The area is allocated within the adopted Local Plan as public open space and also as a seafront entertainment area. The proposed development is inconsistent with that use and *prima facie*, the proposal should attract a recommendation of refusal on the basis of the loss of open space.

The area is allocated within the adopted Local Plan as public open space and also as a seafront entertainment area, so any use that results in the loss of such space would, *prima facie*, be a reason for refusal.

Policy EC39 states that within the seafront entertainment area the council will encourage the provision of additional leisure facilities and refuse development which would lead to the loss of existing facilities.

Currently the site represents part of a car park and a small, grassed area. In this regard it is considered to contribute to the recreational and functional capacity of the seafront. However, whilst the retention of the land as an open space and sea front entertainment area is important to serve the recreational needs of local residents and businesses, it is also important to consider the detail and benefits of the proposal. Firstly, the proposal is for a temporary site compound which would be in situ for two periods of approximately six months during the winters of 2023/24 and 2024/25. This is not a permanent loss of public open space and once the works are completed the site compound will be removed and the site returned to its former condition.

In addition, the site compound and scheme of works have been sensitively designed, in discussion with local businesses, and to minimise impacts on the entertainment area during the summer season it is proposed to remove the bulk of the compound during the summer months, so that the area can be utilised for parking by members of the public again. This is considered to significantly mitigate its impact the surrounding area.

The provision of appropriate compounds is essential to the Environment Agency's ongoing programme of refurbishment and replacement of Canvey Island's tidal flood defences and are necessary to ensure the continued protection of residents, businesses and properties on the island from tidal flooding. This weighs heavily in favour of the proposal.



Areas of proposed refurbishment works

Despite its temporary nature, it would still be in situ for approximately one year in total. Therefore, it is also important to consider whether there are any alternative sites which are more suitable and would not rely on an area of public open space.

There are specific requirements which need to be met for the main site compound which take into account criteria such as proximity to the seawall, impact on the road network, impact on local residents and the physical space requirements.

Other sites were discounted due to their distance from the other compounds and work site, which would generate more plant and vehicle movements each day to reach the seawall causing additional disruption to the road network and disturbance to local residents, increased carbon emissions and extend the construction programme. Utilising the Canvey Central Park by the Labworth was also discounted due to it being situated within the key amenity frontage and having a subterranean drainage system which would likely be damaged by the heavy machinery operating above.

The chosen location is the preferred option for the applicant as it provides the necessary free space immediately adjacent to the works area. The location will minimise vehicle and plant

movements on local roads and associated traffic management works such as temporary traffic lights and is located centrally along the length of revetment the works will be taking place over. It would therefore provide accessibility both to the east and west, whilst minimising wider disruption.

It is considered that the applicant has examined all available reasonable alternative sites and that the preferred site is most appropriate for the requirements of the works. This alongside the wider public benefits associated with the proposed works in providing protection against tidal flooding for the whole of Canvey Island weighs heavily in favour of permitting the temporary site compound. Whilst the proposal would result in the temporary loss of public open space and car parking within the seafront entertainment area, the wider public benefit arising from its use as a compound to support flood defence works outweigh the temporary harm to recreational provision.

No objection is therefore raised to the principle of such provision at this location.

Design and layout

Policy EC2 of the council's adopted Local Plan seeks a high standard of design in all developments. In particular, regard is to be given to the scale, density, siting, design, layout and external materials of any development, which shall be appropriate to its setting and which should not harm the character of its surroundings. This is consistent with paragraphs 128 and 130 of the NPPF.

The proposed scheme is for a temporary site compound, so opportunities to incorporate a high standard of design are somewhat limited. However, in an attempt to improve the external appearance of the site compound, it is proposed to erect 2.4m solid hoarding to the northern, eastern and western sides to screen the content of the site compound from the surrounding area and to provide an element of security to the equipment and materials stored within the compound. Heras fencing to a height of 2.4m is proposed to the southern side of the compound to provide easy access to the seawall.

To the north of the site and the western section of hoarding adjacent to the bandstand, decorative "leaf effect" hoarding panels are proposed to be installed.

The proposed hoarding will be located to facilitate pedestrian access around the compound in all directions so to minimise impacts to local residents' pedestrian movements.

This type of fencing arrangement is not uncommon on construction sites/compounds and within the context of the proposed use and area it is not considered to be of an unacceptable design, as providing no screening to the compound would detract from the appearance of the wider area to a far greater degree. Attempts have been made to improve the general appearance of the hoarding and site as a whole and no objection is therefore raised to the proposal on this basis.

Impact on residential amenity

Policy EC2 considers the impact of development on neighbouring residents.

Policy EC3 of the adopted Local Plan states that development proposals which would have a significant adverse effect upon the residential amenity of the surrounding area by reason of traffic, noise, fumes or other forms of disturbance will be refused.

Policy EC4 of the adopted Local Plan seeks to ensure that development proposals which would have a significant adverse effect on health, the natural environment, or general amenity by reason of releases of pollutants to water, land or air, or by reason of noise, dust, vibration, light or heat will be refused.

The proposed site compound presents the opportunity for an impact on residential amenity by reason of additional traffic, noise, air and light pollution.

The scheme proposes a site compound which will accept deliveries of materials and heavy machinery which would generate additional traffic, noise and air pollution within the local area. Lighting is also proposed within the site compound, attached to the internal walls of the compound hoarding and angled downwards.

The applicant has submitted a Construction and Environmental Management Plan which sets out the baseline noise measurements which have been undertaken and acknowledges that during the evening specifically, construction noise is likely to exceed baseline levels. However, the document sets out a series of mitigation measures to minimise disturbances wherever possible. Such measures include:

- o Temporary noise screens or enclosures
- o Utilisation of mains utilities rather than noisy generators
- o Restriction of deliveries and movement of equipment to normal working hours where possible
- o Speed restrictions of vehicles to prevent vibrations to nearby houses
- o Turning off plant and equipment when not in use
- o Keeping all local residents and property owners well informed

Lighting is proposed within the site compound attached to the compound hoarding and angled down into the site. An example lighting scheme has been submitted illustrating potential light overspill from the development when in use which helpfully illustrates that whilst the site may emit a glow, the actual light overspill into the surrounding area will be minimised.

The council's Environmental Health Officer has raised no objections to the proposal and has suggested the implementation of two conditions requiring works to be undertaken in accordance with the Construction and Environmental Management Plan as well as controlling the level of illumination and light pollution. On the basis of this professional advice, no objection is raised to the proposal on the basis of noise, air or light pollution generated from the construction of and/or use of the site compound.

However, it is important to consider the proposed hours of operation of the site compound and how this may disturb nearby residents.

It is proposed that the site compound be permitted to be operational between the hours of 06:00 – 22:00 Monday to Friday. The reason for these seemingly extended hours is that works to the estuary side of the revetment will be undertaken in accordance with the times of the low-tide window. Only one tidal shift will be carried out each day and this may be entirely or partially within the normal construction hours of 08:00 – 18:00. However, where the tidal pattern is such that this is not possible, the extended construction hours are proposed to be utilised in order to speed up the works and minimise the length of time the compound is required to be in situ. Therefore, these times of operation will vary, and the site will not necessarily be in use throughout the entire 16-

hour period. Works to the landward side of the revetment will take place during normal construction hours of 08:00 – 18:00.

Work undertaken outside of these hours has the potential to cause disturbance to local residents. The impact of the proposed extended working times has been carefully considered, however the consequence of not permitting works during these extended periods would be to double the number of weeks required for works to the estuary side of the revetment, from 109 to 218, due to the halving of the number of productive working shifts each month. This would in turn result in the site compound being in place for double the period of time whilst the works are completed.

It is considered that permitting the additional working hours in order to speed up the overall construction process presents a pragmatic compromise between ensuring the works are completed as quickly as possible whilst attempting to minimise the impact on neighbouring residents as far as is practicable. No objections it therefore raised to the principle of the extended hours of operation.

It is proposed to regularly update residents of the proposed shift working times through a dedicated project website, local bulletin board, signage and an engagement hub so that residents are well informed regarding the operating times.

Impact on wildlife

The proposal is accompanied by a preliminary ecological appraisal which notes that the main site compound consists mainly of hardstanding with a small area of grassland with some hedge planting. This area is not a designated or priority habitat. Given the limited biodiversity value of the site, it is not considered that the proposal would have a detrimental impact on wildlife within the area subject to mitigation measures regarding noise, dust and other potential pollutants, which are covered within the Construction and Environmental Management Plan. No objection is raised to the proposal on this basis.

Parking, access and transit

Policy T8 requires adopted parking standards to be taken into account. Parking spaces should be 2.9m x 5.5m with accessible spaces measuring 3.9 x 6.5m. End of row spaces next to hard objects should be afforded an additional 1.0m of space to allow for ease of manoeuvrability into and out of end bay spaces.

The Essex Vehicle Parking Standards do not have specific parking standards relating to temporary construction compounds; however, it should nonetheless be considered on its own merits.

It is expected that there will be 20 permanent staff at the main compound with a further 6-10 labourers, however during construction the numbers of workers will vary. Subcontractors will bring in additional members of staff, including delivery drivers (estimated to be 20 drivers at a peak) for the OSA/LSA materials and it is anticipated that a maximum of 130 people will be spread across this site and the remainder of the site compounds which will provide overflow car parking facilities when in use. The compounds would provide the following:

Compound	No. Spaces
Main Site Compound	35
Satellite Compound 1	30
Satellite Compound 2	16
Satellite Compound 4	25
Total	106

Given that the parking standards represent a maximum number of spaces required, and paragraph 108 of the NPPF states maximum parking standards should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, this is felt to represent a reasonable level of parking provision.

A total of 106 parking spaces across this compound (16) and the other compounds (90) are proposed which are considered to provide an adequate degree of parking for the number of contractors given that the number of 130 is considered to be an absolute maximum and would likely be less than this with averages anticipated to be around 70 cars and light goods vehicles.

No objection is therefore raised to the proposal on this basis.

It is important to note that delivery drivers would not require parking in the same manner as staff working at the site and would leave the site once deliveries have been made.

It is also important to consider the temporary loss of parking for local businesses. The proposal would permit the loss of a number of parking spaces in this public car park during the operation of the site compound which would likely either push parking onto local streets or deter people from visiting. However, the proposed phasing of the development has been designed in collaboration with local business owners and the council to minimise the potential harm to local businesses as a result of the reduce level of parking. As such, the compound will only be in situ for two winter periods, when the seafront entertainment area is typically quieter, with the parking reinstated during the warmer months to encourage visitors to the area. Given the thoughtful phasing of the development, together with the proximity of other nearby public car parks, it is considered that the benefits of the scheme outweigh the harm caused by the temporary loss of public parking facilities.

It appears that adequate space is provided within the site compound for HGVs to enter the site, turn around and leave unassisted in a forward gear. The entire route leading to Eastern Esplanade is along a distributor route. Subject to a condition requiring an on-site turning area to be provided, no objection is raised to the proposal on this basis.

The submitted Transport Assessment identifies that across all sites peak demand will be:

“236 HGV movements (118 deliveries in/118 deliveries out);

- o 184 car/LGV movements (92 arrivals in the morning, 92 departures in the late afternoon/evening); and*
- o 4 minibus movements (2 pick-up and 2 drop-off services).*

This implies the following increases in HGV traffic:

- o *The worst case period for the Eastern route is a 5 week period from 09/01/23 to 06/02/23 with 85 two way HGV trips per week.*
- o *The worst case period for the Western route is a 3 week period from 25/03/24 to 08/04/24 with 236 two way HGV trips per week.”*

Pre-determined routes are proposed to access Canvey Island, which utilises Canvey Way. The main compound is proposed to be accessed via Canvey Road, Long Road, Thorney Bay Road, Western Esplanade and Eastern Esplanade. It is anticipated that there will be some additional HGV and LGV vehicle movements between the site compounds along Eastern and Western Esplanades, however it is aimed to keep these to a minimum wherever possible.

Whilst the proposal will undoubtedly introduce additional traffic to the network, the proposed routes to access the sites will minimise the impact to as great a degree as they can whilst still facilitating the essential works to the revetment.

Flood risk

Table 2 of the NPPG (Paragraph: 066 Reference ID: 7-066-20140306) sets out that development to flood control infrastructure is considered to be ‘water-compatible’. The proposed site compound is to facilitate works to the revetment and as such is considered to be a water-compatible form of development. Table 3 of the NPPG (Paragraph: 067 Reference ID: 7-067-20140306) identifies that such development is acceptable within Zone 3A.

It has been identified in the consultation response from the Environment Agency that there is a residual risk of tidal flooding during a 1 in 1000-year event which should be considered. Further to this there is a residual risk from pluvial flooding which means that the proposed compound and buildings on it are liable to flood in the event of a heavy rain event. Therefore, this poses a risk to the potential users of the buildings on-site and the compound.

A Flood Response Plan (FRP) has been submitted alongside this application which identifies the actions that are to be taken by workers in the event of a flood warning being issued or in the actual event of a flood. It is considered that the content of this FRP is sufficient to ensure the safety of the workers at the temporary site compounds and no objection is raised to the proposal on this basis.

Surface water drainage

Paragraph 167 of the NPPF identifies that when determining planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. This includes ensuring that surface water is dealt with appropriately and does not increase the risk of surface water flooding for nearby sites.

Practice guidance states that generally, the aim should be to discharge surface runoff as high up the following hierarchy of drainage options (Paragraph: 080 Reference ID: 7-080-20150323) as reasonably practicable:

1. into the ground (infiltration)
2. to a surface water body
3. to a surface water sewer, highway drain or another drainage system
4. to a combined sewer

Canvey Island has particular circumstances due to its flat topography, whereby all rainwater that falls on the island is drained by gravity through a network of pipes and other watercourses to a number of pumping stations around the perimeter of the island where it has to be pumped over the sea wall.

The ground conditions on Canvey Island are London Clay which offers poor permeability for rainwater which combined with a high-water table severely reduces the effectiveness of items such as soakaways or other infiltration methods. For this reason, infiltration is not considered a suitable method for disposal of surface water.

Most of the proposed site is already hard surfaced. Due to the minimal change in use and short duration of the proposal, there are limited potential impacts on the existing area. Therefore, no additional surface water drainage is proposed for this site and the existing greenfield runoff rates would not be exceeded.

No objection is raised to the proposal on this basis.

Conclusion and planning balance:

Whilst the proposal would result in the temporary loss of public open space and would result in some detrimental impacts to local residents by reason of increased traffic, noise, light and air pollution, the overall use of the area would be retained as public open space in the long term and the proposal would bring about far wider benefits to the entire community of Canvey Island, by enabling the upgrade and maintenance of the revetment and enhancing tidal flood protection to the whole of Canvey Island.

It is considered that any temporary adverse impacts of the proposed compound areas and associated works can be ameliorated through appropriate planning conditions and will be compensated for in the long-term by the benefits of the upgrade and maintenance of the flood defences.

I have taken all other matters raised by interested parties into consideration, but none are sufficient to outweigh the considerations that have led to my recommendation.

My **RECOMMENDATION** is **Approval**

Conditions

- 1 The development hereby permitted shall be begun on or before the expiration of three years beginning with the date of this permission.

REASON: This condition is imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

- 2 The use of the site as a construction compound shall cease no later than four years beginning with the date of this permission. All works and structures shall be removed from the land on or before that date and the land returned to its former condition.

REASON: This condition is imposed in order to permit the use of the site to strengthen Canvey Island's flood defences whilst preventing the permanent use of the site as a

construction compound which would result in the permanent loss of public open space to the detriment of the residential amenity, health and wellbeing of local residents as well as being out of character with the surrounding built environment.

- 3 The development hereby permitted shall be carried out in accordance with the approved plans listed on this decision notice.

REASON: For the avoidance of doubt and in order to achieve satisfactory development of the site.

- 4 Prior to the commencement of the development hereby approved a site condition survey report for the entire site area shall be undertaken and submitted to the local planning authority.

REASON: In order to provide a means of assessing any damage that may be caused by the development.

- 5 Transport to and from the site shall be undertaken in accordance with the provisions of the submitted Construction Traffic Management Plan Reference: TEA-3B-00.00-RP-TM-00-00002 Revision P03 dated 15th June 2022 and the Transport Statement Reference: TEA-3B-00.00-RP-TM-00-00001 Revision P03 dated 15th June 2022, from which traffic movements shall not be exceeded without the formal consent of the Local Planning Authority.

REASON: In order to protect the amenity of residents during the construction period and to minimise disruption to the local road network.

- 6 Development of the site shall be undertaken in accordance with the provisions and recommendations set out in the Preliminary Ecological Appraisal Reference TEA-3B-00.00-RP-EN-00-000006 Revision P01.2 dated 22nd March 2022, from which there shall be no deviation without the formal consent of the Local Planning Authority.

REASON: In order to protect the ecological features and ecology of the site during the construction period.

- 7 Development of the site shall be undertaken in accordance with the provisions of the submitted Construction and Environmental Management Plan Reference: TEA-3B-00.00-CO-TC-00-000003 Revision P02 dated 30th March 2022, from which there shall be no deviation without the formal consent of the Local Planning Authority.

REASON: In order to protect the ecological features of the site and the amenity of adjoining residents during the construction period.

- 8 The site compound hereby permitted shall only be used between the hours of 06:00 and 22:00 Monday to Friday.

REASON: In order to protect the amenities afforded to occupants of nearby residential properties.

- 9 A schedule of dates, times, locations and works to be undertaken outside of the normal construction hours of 08:00 - 18:00 shall be published by the applicant in a publicly accessible manner at the boundary of the site compound physically as well as online at the Canvey Island southern shoreline revetment project - information page at least three weeks prior to works being undertaken.

REASON: In order to keep local residents well informed of construction planned outside of normal construction hours in the interests of protecting the amenity of nearby residential occupants.

- 10 External artificial lighting at the development shall not exceed lux levels of vertical illumination at neighbouring premises that are recommended by the 'The Institution of Lighting Engineers: Guidance Notes for The Reduction of Light Pollution, 2000.' Lighting should be minimised and glare and sky glow should be prevented by correctly using, locating, aiming and shielding luminaires, in accordance with the Guidance Notes.

Site lighting shall be turned off when the site compound is not in use.

REASON: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by lighting

- 11 As shown in principle on planning drawing TEA-3B-00.00-DR-EG-00-002504 Rev P01. The temporary vehicular access on Eastern Esplanade shall be constructed at right angles to the highway boundary and to the existing carriageway. The width of the access at its junction with the highway shall not be more than 6 metres and shall be provided with an appropriate dropped kerb vehicular crossing of the footway.

Upon completion of the development the temporary vehicular access shall be suitably and permanently closed incorporating the reinstatement to full height of the highway footway and kerbing.

REASON: To ensure to ensure that vehicles can enter and leave the highway in a controlled manner and the removal of and to preclude the creation of unnecessary points of traffic conflict in the highway following development in the interests of highway safety.

- 12 Prior to first beneficial use of the site compound the any parking shall be provided, with spaces complying with the adopted Essex Vehicle Parking Standards (2009) marked out and made available for use.

The approved parking shall thereafter be retained for its approved purpose for the duration of the use of the site compound and used for no other purpose.

REASON: In order to ensure the provision of adequate on-site parking facilities for the approved development.

- 13 Adequate turning areas shall be made available at all times to enable all vehicles to enter and exit the site in a forward gear, with turning facilities accommodated entirely within the site boundaries.

REASON: In order to ensure that appropriate turning facilities for all vehicles are provided within the site and to minimise potential conflict with other users of the highway.

- 14 No obstruction to any right of way shall be permitted to commence on site until such time as an Order securing the diversion of the existing definitive right of way on footpath No. 5 (Canvey) to a route to be agreed with the Local Planning Authority has been confirmed and the new route has been constructed to the satisfaction of the Local Planning Authority.

Upon removal of the site compound the existing right of way shall be reinstated in its original location and to its original condition.

REASON: To ensure the continued safe passage of pedestrians on the public right of way and accessibility.

- 15 The hoarding surrounding the development hereby permitted shall be erected in accordance with the details contained within the Site Compound Arrangements document received by the local planning authority on 8th June 2022.

REASON: For the avoidance of doubt and in order to achieve a satisfactory external appearance of the site.

- 16 Upon first use of the site, the approved Flood Response Plan Reference 002f dated 14th June 2022 shall be enacted and thereafter maintained at all times that the site compound is in use. Any revisions to the Plan shall first be submitted to and formally approved by the Local Planning Authority.

REASON: In order to ensure the appropriate protection of users of the site in the event of a flood.

- 17 There shall be no storage of raw materials on any outdoor part of the site above a height of 2.4 metres.

REASON: To ensure that the storage of materials does not detract from the character and appearance of the surrounding area.

Informatives

- 1 The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application and negotiating acceptable amendments to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for a revised scheme, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
- 2 Please note that a site notice was displayed in a publicly visible location at the site. Castle Point Borough Council would appreciate your co-operation in taking the site notice down and disposing of it properly, in the interests of the environment.
- 3 Essex Fire and Rescue Service
Water Supplies

The architect or applicant is reminded that additional water supplies for firefighting may be necessary for this development. The architect or applicant is urged to contact the Water Technical Officer at Service Headquarters, telephone 01376-576344.

Sprinkler Systems

"There is clear evidence that the installation of Automatic Water Suppression Systems (AWSS) can be effective in the rapid suppression of fires. Essex County Fire & Rescue Service (ECFRS) therefore uses every occasion to urge building owners and developers to consider the installation of AWSS. ECFRS are ideally placed to promote a better understanding of how fire protection measures can reduce the risk to life, business continuity and limit the impact of fire on the environment and to the local economy.

Even where not required under Building Regulations guidance, ECFRS would strongly recommend a risk-based approach to the inclusion of AWSS, which can substantially reduce the risk to life and of property loss. We also encourage developers to use them to allow design freedoms, where it can be demonstrated that there is an equivalent level of safety and that the functional requirements of the Regulations are met."

4 Highway Authority

- o The grant of planning permission does not automatically allow development to commence. All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works.
- o The Public Right of Way network is protected by the Highways Act 1980. Any unauthorised interference with any route noted on the Definitive Map of PROW is considered to be a breach of this legislation. The public's rights and ease of passage over public footpath no. 5 Canvey, shall be maintained free and unobstructed at all times to ensure the continued safe passage of the public on the definitive right of way.
- o Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the carriageway.
- o The applicant should be made aware of the potential relocation of the utility apparatus in the highway; any relocation shall be fully at the applicant's expense.
- o The requirements above shall be imposed by way of negative planning condition or planning obligation with associated legal framework as appropriate.
- o The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org

5 Lead Local Flood Authority (LLFA)

Strongly recommend looking at the Essex Green Infrastructure Strategy to ensure that the proposals are implementing multifunctional green/blue features effectively. The link can be found below.

<https://www.essex.gov.uk/protecting-environment>

Essex County Council has a duty to maintain a register and record of assets which have a significant impact on the risk of flooding. In order to capture proposed SuDS which may form part of the future register, a copy of the SuDS assets in a GIS layer should be sent to suds@essex.gov.uk.

Any drainage features proposed for adoption by Essex County Council should be consulted on with the relevant Highways Development Management Office.

Changes to existing water courses may require separate consent under the Land Drainage Act before works take place. More information about consenting can be found in the attached standing advice note.

It is the applicant's responsibility to check that they are complying with common law if the drainage scheme proposes to discharge into an off-site ditch/pipe. The applicant should seek consent where appropriate from other downstream riparian landowners.

6 Port of London Authority (PLA)

The applicant will require a River Works licence for the overall revetment proposals in this area.

ITEM 5

Application Number:	22/0300/FULCLO
Address:	Land Located To The East Of Marine Parade And Beveland Road Canvey Island Essex SS8 7QT (Canvey Island East Ward)
Description of Development:	Temporary construction compound area to support the works to the revetment at Canvey Island
Applicant:	Environment Agency
Case Officer	Mr Stephen Garner

Summary

The proposal seeks consent for the siting of a temporary construction compound area to the east of Beveland Road and Marine Parade to support renewal and upgrade works to 3.2km of revetment along the southern shoreline of Canvey Island. The renewal and upgrade works to the revetment are in order to maintain and improve this stretch of Canvey Island's tidal flood defences.

Subject to relevant and necessary conditions where appropriate, the proposal is considered to be consistent with national and local policy and the proposal is therefore recommended for APPROVAL.

This case is presented to committee because the council is the landowner.

Site Visit

It is not considered necessary for members to visit the site prior to determination of the application.

Introduction

The Environment Agency intend to undertake refurbishment and replacement works to the seawall on the southern and eastern coast of Canvey Island. These works will be undertaken under permitted development rights enjoyed by the EA under Class D of Part 13 of the General Permitted Development Order 2015. Such works do not require the formal consent of this Authority.

To support such works, it will be necessary for a series of storage compounds to be formed. These compounds do require the consent of this Authority and are the subject of a series of reports attached to this Agenda.

This report is primarily concerned with the application for Satellite Compound 4 (SC4), proposed to be located at the eastern end of Marine Parade and on the eastern side of Beveland Road.

However, to provide the context for this application, it should be noted that five compounds are proposed in total as indicated in the figure below, along the southern shoreline of Canvey Island.



All compound sites have been selected following a consultation process in 2021 aimed at local residents and businesses that was as comprehensive as possible within government COVID-19 guidelines for engagement. The selection strategy has regard to former compound and storage areas used in the late 1970s and early 1980s when the existing tidal defences were constructed, minimal disruption to residents, businesses, and the existing road network, whilst at the same time providing the necessary access to the working areas for these essential works to the flood defence infrastructure. Therefore, all compound locations are situated on the southern or eastern sides of existing roads to provide the most efficient access route to the tidal defences. This removes the need for any traffic management (such as temporary traffic lights) on local residential roads. The compound areas have been designed to utilise the minimum possible area whilst keeping them operational and functional.

It is proposed that the project be delivered utilising one main compound, three satellite compounds and a materials storage area along the southern frontage. This provision has been made based on the duration of the works, extensive working area and material requirements. Due to the linear nature of the assets being worked on, the intent is that the main compound area be as close to the centre as possible, with satellite compounds spread along the length of the tidal defences up and removed based on the programmed revetment works location and progress.

A key aspect of the works which the smaller compounds will be required for is the main body OSA/LSA (Open Stone Asphalt/Lean Sand Asphalt) work which requires temperature-controlled storage and regulation to ensure a good quality finish along the revetment. The delivery and storage of this material closer to the works areas is critical to maximising the time from delivery to laying.

The Application Site

Satellite Compound 4 (SC4) will be located on the eastern side of Beveland Road and eastern end of Marine Parade. It has an area of 1980m² and is scheduled to be operational from Q1-Q4 of 2023.

The site is currently a flat, grassed area of public open space to the east of Beveland Road and Marine Parade. To the north and west of the site are residential properties fronting onto Beveland Road, whilst to the east and south is the seawall.

To the south western corner of the site is the Leigh Beck Pumping Station.

The Proposal

The proposal seeks consent for the siting of a temporary construction compound area to support renewal and upgrade works to 3.2km of revetment along the southern shoreline of Canvey Island.

South of the existing pumping station it is proposed to have a vehicular access to the site which will provide, site offices and material storage areas will be within the compound.

Satellite compound 4 will also include surface water drainage and temporary storage provisions to minimise surface water runoff and the risk of pluvial flooding, adopting an approach where there will be no additional surface water runoff from the site.

The compound area will be enclosed by a solid 2.4m high hoarding to the north and west, with Heras/chain link type fencing to the east and south.

LED lighting is proposed to be mounted to the inside of the hoardings and on some of the modular single storey buildings, facing down into the compound area.

This compound area is proposed to be established in Q1 2023 and is expected to be in place until Q4 2023.

Supplementary Documentation

In addition to numerous drawings, this application is supported by a number of supplementary planning documents:

- o Design and Access Statement
- o Construction Traffic Management Plan
- o Construction and Environmental Management Plan
- o Transport Statement
- o Drainage Strategy for Temporary Works Compounds
- o Indicative Lighting Design
- o Preliminary Ecological Appraisal
- o Site Waste Management Plan
- o Flood Response Plan

Planning History

Comprehensive pre-application engagement with the Environment Agency and the TEAM2100 project team has taken place since 2018.

Related Applications			
Application No.	Location	Proposal	Determination
22/0298/CLP	Land Between Thorney Bay in the West and A Point South of The Island Yacht Club in The East, Thorney Bay	Replacement and widening of floodgates; widening of the maintenance access track on the riverward side of the seawall at certain locations; replacement of all the concrete steps that lead down the revetment to the foreshore and maintenance track repairs (landward side of seawall); replacement of the concrete apron around the Concorde Cafe and the access ramp down to the foreshore; temporary ramps; Landscape, amenity and habitat opportunities associated with the required works	Certificate of Lawfulness of Proposed Development – Granted 30 th May 2022
22/0302/FULCLO	Wooden Park Thorney Bay, Canvey Island	Temporary construction compound area to support the works to the revetment at Canvey Island	Not yet determined
22/0299/FULCLO	South of Western Esplanade West of The Welcome Hut, Canvey Island	Temporary construction compound area to support the works to the revetment at Canvey Island	Not yet determined
22/0301/FULCLO	Western Part of the Existing Eastern Esplanade Car Park and South of The Eastern Esplanade Bandstand Area, Canvey Island	Temporary construction compound area to support the works to the revetment at Canvey Island.	Not yet determined
22/0320/FULCLO	Land to the East of Eastern Esplanade and to the South of Athol Close, Canvey Island	Temporary construction compound area to support the works to the revetment at Canvey Island	Not yet determined

Local Plan Allocation

Public Open Space

Relevant Policies and Government Guidance

NPPF National Planning Policy Framework (2021)

NPPG National Planning Practice Guidance

Adopted Local Plan (1998)

EC2 Design

EC3 Residential Amenity

EC4 Pollution

EC7 Natural and Semi-Natural Features in Urban Areas

T8 Parking Provision

RE12 Public Rights of Way

Essex Parking Standards September 2009 (Adopted June 2010)

Consultation

Anglian Water

Below threshold (500m² building footprint) for comment

Cadent Gas

No comments received

Calor Gas

No comments received

Canvey Island Town Council

No comments received

CPBC Environmental Health

No objection to the proposal subject to the implementation of two conditions regarding noise and light pollution in order to protect the amenity of occupiers of surrounding residential premises.

CPBC Legal Services

No objection, however, proper licenses to use council land should be in place before the proposed compound area is used.

CPBC Planning Policy

No comments received

CPBC Streetscene

No comments received

Environment Agency

No objection

Essex & Suffolk Water

No comments received

Essex Highways

No objection to the proposal subject to the implementation of a number of conditions where relevant and necessary.

Essex Fire and Rescue

No objection

Port of London Authority

No objection

Essex Wildlife Trust

No comments received

Health & Safety Executive – Land Use Planning Team

No comment

Health & Safety Executive – Explosives Inspectorate

No comment

Lead Local Flood Authority

The Lead Local Flood Authority (LLFA) issued a holding objection on 8th June based on the following reasons:

- o The documents submitted omit the drainage modelling outputs, which are required for a full application.

Following submission of further details, the LLFA removed its holding objection on 15th June and raised no objection to the proposal based on the implementation of conditions where relevant and necessary.

RSPB

No comments received

Public Consultation

In addition to letters sent directly to local residents adjacent to the site, site notices were posted in the local area to publicise the proposal. No objection comments have been received.

Comments on Consultation Responses

All material concerns raised will be considered in the evaluation of this proposal.

Evaluation of Proposal

The starting point for determining a planning application is the National Planning Policy Framework (NPPF) and those saved policies within the council's Adopted Local Plan (1998), alongside supporting policy documents and supplementary planning documents (SPDs).

It is important to note that this application seeks consent only for the site compound and associated works to create the site compound. Works relating to the seawall and revetment have

been found to constitute permitted development and are not part of the consideration of this proposal.

Principle

Section 70 of the Town and Country Planning Act 1990 and section 38 of the Planning and Compulsory Purchase Act 2004 require applications to be determined in accordance with the development plan unless there are clear and convincing material considerations that indicate otherwise.

National Planning Practice Guidance advises that the NPPF is a material consideration that must be taken into account where it is relevant to a planning application. This includes the presumption in favour of sustainable found at paragraph 11 of the Framework:

- o *“approving development proposals that accord with an up-to-date development plan without delay; or*
- o *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁸, granting permission unless:*
 - ix. *the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed⁷; or*
 - x. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.”*

The area is allocated within the adopted Local Plan as public open space. The proposed development is inconsistent with that use and *prima facie*, the proposal should attract a recommendation of refusal on the basis of the loss of open space.

However, whilst the retention of the land as an open space is important to serve the recreational needs of local residents, it is also important to consider the detail and benefits of the proposal. Firstly, the proposal is for a temporary site compound which would be in situ for approximately two and a half years. This is not a permanent loss of public open space and once the works are completed the site compound will be removed and the site returned to its former condition.

Secondly, the provision of appropriate compounds is essential to the Environment Agency’s ongoing programme of refurbishment and replacement of Canvey Island’s tidal flood defences which are necessary to ensure the continued protection of residents, businesses and properties on the island from tidal flooding. This weighs heavily in favour of the proposal.



Areas of proposed refurbishment works

Despite its temporary nature, it would still be in situ for approximately two and a half years. Therefore, it is also important to consider whether there are any alternative sites which are more suitable and would not rely on an area of public open space.

There are specific requirements which need to be met for the main site compound which take into account criteria such as proximity to the seawall, impact on the road network, impact on local residents and the physical space requirements.

Other sites were discounted due to their distance from the other compounds and work site, which would generate more plant and vehicle movements each day to reach the seawall causing additional disruption to the road network and disturbance to local residents, increased carbon emissions and extend the construction programme. Utilising the Canvey Central Park by the Labworth was also discounted due to it being situated within the key amenity frontage and having a subterranean drainage system which would likely be damaged by the heavy machinery operating above.

The chosen location is the preferred option for the applicant as it provides the necessary free space immediately adjacent to the works area. Furthermore, this location was previously used as a materials storage area in the late 1970s to construct the existing tidal defences. The location will minimise vehicle and plant movements on local roads and associated traffic management works such as temporary traffic lights and is located centrally along the length of revetment the works will be taking place over. It would therefore provide accessibility both to the east and west, whilst minimising wider disruption.

It is considered that the applicant has examined all available reasonable alternative sites and that the preferred site is most appropriate for the requirements of the works. This alongside the wider public benefits associated with the proposed works in providing protection against tidal flooding for the whole of Canvey Island weighs heavily in favour of permitting the temporary site compound. Whilst the proposal would result in the temporary loss of public open space, the wider

public benefit arising from its use as a compound to support flood defence works outweigh the temporary harm to recreational provision.

No objection is therefore raised to the principle of such provision at this location.

Design and layout

Policy EC2 of the council's adopted Local Plan seeks a high standard of design in all developments. In particular, regard is to be given to the scale, density, siting, design, layout and external materials of any development, which shall be appropriate to its setting and which should not harm the character of its surroundings. This is consistent with paragraphs 128 and 130 of the NPPF.

The proposed scheme is for a temporary site compound, so opportunities to incorporate a high standard of design are somewhat limited. However, in an attempt to improve the external appearance of the site compound, it is proposed to erect 2.4m solid hoarding to the northern and western sides to screen the content of the site compound from residential properties and to provide an element of security to the equipment and materials stored within the compound. Heras fencing to a height of 2.4m is proposed to the eastern and southern sides of the compound to provide easy access to the seawall.

To the northern and western sides of the compound, opposite properties on Beveland Road it is proposed to utilise decorative "leaf effect" hoarding panels.

The proposed hoarding will be located to facilitate pedestrian access around the compound in all directions so to minimise impacts to local residents' pedestrian movements.

This type of fencing arrangement is not uncommon on construction sites/compounds and within the context of the proposed use and area it is not considered to be of an unacceptable design, as providing no screening to the compound would detract from the appearance of the wider area to a far greater degree. Attempts have been made to improve the general appearance of the hoarding and site as a whole and no objection is therefore raised to the proposal on this basis.

Impact on residential amenity

Policy EC2 considers the impact of development on neighbouring residents.

Policy EC3 of the adopted Local Plan states that development proposals which would have a significant adverse effect upon the residential amenity of the surrounding area by reason of traffic, noise, fumes or other forms of disturbance will be refused.

Policy EC4 of the adopted Local Plan seeks to ensure that development proposals which would have a significant adverse effect on health, the natural environment, or general amenity by reason of releases of pollutants to water, land or air, or by reason of noise, dust, vibration, light or heat will be refused.

The proposed site compound presents the opportunity for an impact on residential amenity by reason of additional traffic, noise, air and light pollution.

The scheme proposes a site compound which will accept deliveries of materials and heavy machinery which would generate additional traffic, noise and air pollution within the local area. Lighting is also proposed within the site compound, attached to the internal walls of the compound hoarding and angled downwards.

The applicant has submitted a Construction and Environmental Management Plan which sets out the baseline noise measurements which have been undertaken and acknowledges that during the evening specifically, construction noise is likely to exceed baseline levels. However, the document sets out a series of mitigation measures to minimise disturbances wherever possible. Such measures include:

- o Temporary noise screens or enclosures
- o Utilisation of mains utilities rather than noisy generators
- o Restriction of deliveries and movement of equipment to normal working hours where possible
- o Speed restrictions of vehicles to prevent vibrations to nearby houses
- o Turning off plant and equipment when not in use
- o Keeping all local residents and property owners well informed

Lighting is proposed within the site compound attached to the compound hoarding and angled down into the site. An example lighting scheme has been submitted illustrating potential light overspill from the development when in use which helpfully illustrates that whilst the site may emit a glow, the actual light overspill into the surrounding area will be minimised.

The council's Environmental Health Officer has raised no objections to the proposal and has suggested the implementation of two conditions requiring works to be undertaken in accordance with the Construction and Environmental Management Plan as well as controlling the level of illumination and light pollution. On the basis of this professional advice, no objection is raised to the proposal on the basis of noise, air or light pollution generated from the construction of and/or use of the site compound.

However, it is important to consider the proposed hours of operation of the site compound and how this may disturb nearby residents.

It is proposed that the site compound be permitted to be operational between the hours of 06:00 – 22:00 Monday to Friday. The reason for these seemingly extended hours is that works to the estuary side of the revetment will be undertaken in accordance with the times of the low-tide window. Only one tidal shift will be carried out each day and this may be entirely or partially within the normal construction hours of 08:00 – 18:00. However, where the tidal pattern is such that this is not possible, the extended construction hours are proposed to be utilised in order to speed up the works and minimise the length of time the compound is required to be in situ. Therefore, these times of operation will vary, and the site will not necessarily be in use throughout the entire 16-hour period. Works to the landward side of the revetment will take place during normal construction hours of 08:00 – 18:00.

Work undertaken outside of these hours has the potential to cause disturbance to local residents. The impact of the proposed extended working times has been carefully considered, however the consequence of not permitting works during these extended periods would be to double the number of weeks required for works to the estuary side of the revetment, from 109 to 218, due to

the halving of the number of productive working shifts each month. This would in turn result in the site compound being in place for double the period of time whilst the works are completed.

It is considered that permitting the additional working hours in order to speed up the overall construction process presents a pragmatic compromise between ensuring the works are completed as quickly as possible whilst attempting to minimise the impact on neighbouring residents as far as is practicable and no objection is therefore raised to the proposal on this basis.

It is proposed to regularly update residents of the proposed shift working times through a dedicated project website, local bulletin board, signage and an engagement hub so that residents are well informed regarding the operating times.

Impact on wildlife

The proposal is accompanied by a preliminary ecological appraisal which notes that the main site compound consists of modified grassland with some scattered scrub. This area is not a designated or priority habitat. Given the limited biodiversity value of the site, it is not considered that the proposal would have a detrimental impact on wildlife within the area subject to mitigation measures regarding noise, dust and other potential pollutants, which are covered within the Construction and Environmental Management Plan. No objection is raised to the proposal on this basis.

Parking, access and transit

Policy T8 requires adopted parking standards to be taken into account. Parking spaces should be 2.9m x 5.5m with accessible spaces measuring 3.9 x 6.5m. End of row spaces next to hard objects should be afforded an additional 1.0m of space to allow for ease of manoeuvrability into and out of end bay spaces.

The Essex Vehicle Parking Standards do not have specific parking standards relating to temporary construction compounds; however, it should nonetheless be considered on its own merits.

It is expected that there will be 20 permanent staff at the main compound with a further 6-10 labourers, however during construction the numbers of workers will vary. Subcontractors will bring in additional members of staff, including delivery drivers (estimated to be 20 drivers at a peak) for the OSA/LSA materials and it is anticipated that a maximum of 130 people will be spread across this site and the remainder of the site compounds which will provide overflow car parking facilities when in use. The compounds would provide the following:

Compound	No. Spaces
Main Site Compound	35
Satellite Compound 1	30
Satellite Compound 2	16
Satellite Compound 4	25
Total	106

Given that the parking standards represent a maximum number of spaces required, and paragraph 108 of the NPPF states maximum parking standards should only be set where there

is a clear and compelling justification that they are necessary for managing the local road network, this is felt to represent a reasonable level of parking provision.

A total of 106 parking spaces across this compound (25) and the other compounds (81) are proposed which are considered to provide an adequate degree of parking for the number of contractors given that the number of 130 is considered to be an absolute maximum and would likely be less than this with averages anticipated to be around 70 cars and light goods vehicles. It is important to note that delivery drivers would not require parking in the same manner as staff working at the site and would leave the site once deliveries have been made. Furthermore, there is some additional space directly outside the site at Leigh Beck. No objection is therefore raised to the proposal on this basis.

No objection is therefore raised to the proposal on this basis.

It is important to note that delivery drivers would not require parking in the same manner as staff working at the site and would leave the site once deliveries have been made.

It appears that adequate space is provided within the site compound for HGVs to enter the site, turn around and leave unassisted in a forward gear. Subject to a condition requiring an adequate turning area to be provided, no objection is raised to the proposal on this basis.

The submitted Transport Assessment identifies that across all sites peak demand will be:

“236 HGV movements (118 deliveries in/118 deliveries out);

- o 184 car/LGV movements (92 arrivals in the morning, 92 departures in the late afternoon/evening); and*
- o 4 minibus movements (2 pick-up and 2 drop-off services).*

This implies the following increases in HGV traffic:

- o The worst case period for the Eastern route is a 5 week period from 09/01/23 to 06/02/23 with 85 two way HGV trips per week.*
- o The worst case period for the Western route is a 3 week period from 25/03/24 to 08/04/24 with 236 two way HGV trips per week.”*

Pre-determined routes are proposed to access Canvey Island, which utilises Canvey Way. The main compound is proposed to be accessed via Canvey Road, Long Road, Thorney Bay Road, Western Esplanade and Eastern Esplanade. It is anticipated that there will be some additional HGV and LGV vehicle movements between the site compounds along Eastern and Western Esplanades, however it is aimed to keep these to a minimum wherever possible.

Whilst the proposal will undoubtedly introduce additional traffic to the network, the proposed routes to access the sites will minimise the impact to as great a degree as they can whilst still facilitating the essential works to the revetment.

The applicant has stated that it is their intention to improve the existing unmade road along Marine Parade to an improved gravel surface to provide a suitable access between this compound and the main site compound. These works would improve the current unmade road condition and would be retained after the scheme has been completed.

Flood risk

Table 2 of the NPPG (Paragraph: 066 Reference ID: 7-066-20140306) sets out that development to flood control infrastructure is considered to be 'water-compatible'. The proposed site compound is to facilitate works to the revetment and as such is considered to be a water-compatible form of development. Table 3 of the NPPG (Paragraph: 067 Reference ID: 7-067-20140306) identifies that such development is acceptable within Zone 3A.

It has been identified in the consultation response from the Environment Agency that there is a residual risk of tidal flooding during a 1 in 1000-year event which should be considered. Further to this there is a residual risk from pluvial flooding which means that the proposed compound and buildings on it are liable to flood in the event of a heavy rain event. Therefore, this poses a risk to the potential users of the buildings on-site and the compound.

A Flood Response Plan (FRP) has been submitted alongside this application which identifies the actions that are to be taken by workers in the event of a flood warning being issued or in the actual event of a flood. It is considered that the content of this FRP is sufficient to ensure the safety of the workers at the temporary site compounds and no objection is raised to the proposal on this basis.

Surface water drainage

Paragraph 167 of the NPPF identifies that when determining planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. This includes ensuring that surface water is dealt with appropriately and does not increase the risk of surface water flooding for nearby sites.

Practice guidance states that generally, the aim should be to discharge surface runoff as high up the following hierarchy of drainage options (Paragraph: 080 Reference ID: 7-080-20150323) as reasonably practicable:

1. into the ground (infiltration)
2. to a surface water body
3. to a surface water sewer, highway drain or another drainage system
4. to a combined sewer

Canvey Island has particular circumstances due to its flat topography, whereby all rainwater that falls on the island is drained by gravity through a network of pipes and other watercourses to a number of pumping stations around the perimeter of the island where it has to be pumped over the sea wall.

The ground conditions on Canvey Island are London Clay which offers poor permeability for rainwater which combined with a high-water table severely reduces the effectiveness of items such as soakaways or other infiltration methods. For this reason, infiltration is not considered a suitable method for disposal of surface water.

The proposed compound would be largely covered in impermeable surfaces including but not limited to hardstanding for parking and material storage as well as temporary buildings for offices and welfare facilities. Surface water runoff from the site would therefore be increased by the proposed development, albeit for the temporary lifespan of the compound.

The scheme has used outputs of the 2015 Canvey Island Integrated Urban Drainage (IUD) model and has therefore been designed with an attenuated subterranean storage system with controlled discharge to the existing surface water drainage system, which runs through the site, to mimic the existing greenfield runoff rates already exhibited by the site so that the proposal does not make the existing situation worse. This specific system would have a storage capacity of some 5.4m³ and a discharge rate of 50 l/s with a depression to the centre of the site and earth bunds (0.1m) to the boundaries to contain surface water runoff within the site. The drainage will connect directly to the Leigh Beck Pumping Station which discharges at 150l/s directly into the Thames Estuary.

Subject to a condition requiring the submitted surface water drainage scheme to be implemented and maintained, no objection is raised to the proposal on this basis.

Conclusion and planning balance:

Whilst the proposal would result in the temporary loss of public open space and would result in some detrimental impacts to local residents by reason of increased traffic, noise, light and air pollution, the overall use of the area would be retained as public open space in the long term and the proposal would bring about far wider benefits to the entire community of Canvey Island, by enabling the upgrade and maintenance of the revetment and enhancing tidal flood protection to the whole of Canvey Island.

It is considered that any temporary adverse impacts of the proposed compound areas and associated works can be ameliorated through appropriate planning conditions and will be compensated for in the long-term by the benefits of the upgrade and maintenance of the flood defences.

I have taken all other matters raised by interested parties into consideration, but none are sufficient to outweigh the considerations that have led to my recommendation.

My **RECOMMENDATION** is **Approval**

Conditions

- 1 The development hereby permitted shall be begun on or before the expiration of three years beginning with the date of this permission.

REASON: This condition is imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

- 2 The use of the site as a construction compound shall cease no later than four years beginning with the date of this permission. All works and structures shall be removed from the land on or before that date and the land returned to its former condition.

REASON: This condition is imposed in order to permit the use of the site to strengthen Canvey Island's flood defences whilst preventing the permanent use of the site as a construction compound which would result in the permanent loss of public open space to the detriment of the residential amenity, health and wellbeing of local residents as well as being out of character with the surrounding built environment.

- 3 The development hereby permitted shall be carried out in accordance with the approved plans listed on this decision notice.

REASON: For the avoidance of doubt and in order to achieve satisfactory development of the site.

- 4 Prior to the commencement of the development hereby approved a site condition survey report for the entire site area shall be undertaken and submitted to the local planning authority.

REASON: In order to provide a means of assessing any damage that may be caused by the development.

- 5 Transport to and from the site shall be undertaken in accordance with the provisions of the submitted Construction Traffic Management Plan Reference: TEA-3B-00.00-RP-TM-00-00002 Revision P03 dated 15th June 2022 and the Transport Statement Reference: TEA-3B-00.00-RP-TM-00-00001 Revision P03 dated 15th June 2022, from which traffic movements shall not be exceeded without the formal consent of the Local Planning Authority.

REASON: In order to protect the amenity of residents during the construction period and to minimise disruption to the local road network.

- 6 Development of the site shall be undertaken in accordance with the provisions of the submitted Drainage Strategy for Temporary Works Compounds Reference: TEA-3B-00.00-RP-CI-00-000001 Revision P01 dated 15th March 2022 from which there shall be no deviation without the formal consent of the Local Planning Authority.

Such surface water drainage system shall be suitably maintained thereafter at all times whilst the site is in use.

There shall be no discharge of surface water onto the Highway.

REASON: To limit the potential for increased surface water runoff from the site and ensure the continued operation of the system to prevent exacerbation of hazards from surface water flooding and avoid the formation of ice on the highway in the interest of highway safety.

- 7 Development of the site shall be undertaken in accordance with the provisions and recommendations set out in the Preliminary Ecological Appraisal Reference TEA-3B-00.00-RP-EN-00-000006 Revision P01.2 dated 22nd March 2022, from which there shall be no deviation without the formal consent of the Local Planning Authority.

REASON: In order to protect the ecological features and ecology of the site during the construction period.

- 8 Development of the site shall be undertaken in accordance with the provisions of the submitted Construction and Environmental Management Plan Reference: TEA-3B-00.00-

CO-TC-00-000003 Revision P02 dated 30th March 2022, from which there shall be no deviation without the formal consent of the Local Planning Authority.

REASON: In order to protect the ecological features of the site and the amenity of adjoining residents during the construction period.

- 9 The site compound hereby permitted shall only be used between the hours of 06:00 and 22:00 Monday to Friday.

REASON: In order to protect the amenities afforded to occupants of nearby residential properties.

- 10 A schedule of dates, times, locations and works to be undertaken outside of the normal construction hours of 08:00 - 18:00 shall be published by the applicant in a publicly accessible manner at the boundary of the site compound physically as well as online at the Canvey Island southern shoreline revetment project - information page at least three weeks prior to works being undertaken.

REASON: In order to keep local residents well informed of construction planned outside of normal construction hours in the interests of protecting the amenity of nearby residential occupants.

- 11 External artificial lighting at the development shall not exceed lux levels of vertical illumination at neighbouring premises that are recommended by the 'The Institution of Lighting Engineers: Guidance Notes for The Reduction of Light Pollution, 2000.' Lighting should be minimised and glare and sky glow should be prevented by correctly using, locating, aiming and shielding luminaires, in accordance with the Guidance Notes.

Site lighting shall be turned off when the site compound is not in use.

REASON: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by lighting.

- 12 As shown in principle on planning drawing TEA-3B-00.00-DR-EG-00-002505 Rev P01. A section of bollards shall be removed at the eastern end of Eastern Esplanade to allow for temporary vehicular access to the compound. Upon removal of the site compound the bollards shall be reinstated.

REASON: To ensure that authorised vehicles can enter and leave the highway in a controlled manner in the interests of highway safety.

- 13 Prior to first beneficial use of the site compound the approved parking area as depicted on Drawing No. TEA-3B-00.00-DR-EG-00-002506 Revision P01 shall be provided, with spaces complying with the adopted Essex Vehicle Parking Standards (2009) marked out and made available for use.

The approved parking shall thereafter be retained for its approved purpose for the duration of the use of the site compound and used for no other purpose.

REASON: In order to ensure the provision of adequate on-site parking facilities for the approved development.

- 14 Adequate turning areas shall be made available at all times to enable all vehicles to enter and exit the site in a forward gear, with turning facilities accommodated entirely within the site boundaries.

REASON: In order to ensure that appropriate turning facilities for all vehicles are provided within the site and to minimise potential conflict with other users of the highway.

- 15 No obstruction to any right of way shall be permitted to commence on site until such time as an Order securing the diversion of the existing definitive right of way on footpath No. 5 (Canvey) to a route to be agreed with the Local Planning Authority has been confirmed and the new route has been constructed to the satisfaction of the Local Planning Authority.

Upon removal of the site compound the existing right of way shall be reinstated in its original location and to its original condition.

REASON: To ensure the continued safe passage of pedestrians on the public right of way and accessibility.

- 16 The hoarding surrounding the development hereby permitted shall be erected in accordance with the details contained within the Site Compound Arrangements document received by the local planning authority on 8th June 2022.

REASON: For the avoidance of doubt and in order to achieve a satisfactory external appearance of the site.

- 17 Upon first use of the site, the approved Flood Response Plan Reference 002c dated 14th June 2022 shall be enacted and thereafter maintained at all times that the site compound is in use. Any revisions to the Plan shall first be submitted to and formally approved by the Local Planning Authority.

REASON: In order to ensure the appropriate protection of users of the site in the event of a flood.

- 18 There shall be no storage of raw materials on any outdoor part of the site above a height of 2.4 metres.

REASON: To ensure that the storage of materials does not detract from the character and appearance of the surrounding area.

Informatives

- 1 The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application and negotiating acceptable amendments to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for a revised scheme, in accordance with the presumption

in favour of sustainable development, as set out within the National Planning Policy Framework.

- 2 Please note that a site notice was displayed in a publicly visible location at the site. Castle Point Borough Council would appreciate your co-operation in taking the site notice down and disposing of it properly, in the interests of the environment.

3 Essex Fire and Rescue Service

Water Supplies

The architect or applicant is reminded that additional water supplies for firefighting may be necessary for this development. The architect or applicant is urged to contact the Water Technical Officer at Service Headquarters, telephone 01376-576344.

Sprinkler Systems

"There is clear evidence that the installation of Automatic Water Suppression Systems (AWSS) can be effective in the rapid suppression of fires. Essex County Fire & Rescue Service (ECFRS) therefore uses every occasion to urge building owners and developers to consider the installation of AWSS. ECFRS are ideally placed to promote a better understanding of how fire protection measures can reduce the risk to life, business continuity and limit the impact of fire on the environment and to the local economy.

Even where not required under Building Regulations guidance, ECFRS would strongly recommend a risk-based approach to the inclusion of AWSS, which can substantially reduce the risk to life and of property loss. We also encourage developers to use them to allow design freedoms, where it can be demonstrated that there is an equivalent level of safety and that the functional requirements of the Regulations are met."

4 Highway Authority

- o The grant of planning permission does not automatically allow development to commence. All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works.
- o The Public Right of Way network is protected by the Highways Act 1980. Any unauthorised interference with any route noted on the Definitive Map of PROW is considered to be a breach of this legislation. The public's rights and ease of passage over public footpath no. 5 Canvey, shall be maintained free and unobstructed at all times to ensure the continued safe passage of the public on the definitive right of way.
- o Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the carriageway.
- o The applicant should be made aware of the potential relocation of the utility apparatus in the highway; any relocation shall be fully at the applicant's expense.
- o The requirements above shall be imposed by way of negative planning condition or planning obligation with associated legal framework as appropriate.
- o The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org

5 Lead Local Flood Authority (LLFA)

Strongly recommend looking at the Essex Green Infrastructure Strategy to ensure that the proposals are implementing multifunctional green/blue features effectively. The link can be found below.

<https://www.essex.gov.uk/protecting-environment>

Essex County Council has a duty to maintain a register and record of assets which have a significant impact on the risk of flooding. In order to capture proposed SuDS which may form part of the future register, a copy of the SuDS assets in a GIS layer should be sent to suds@essex.gov.uk.

Any drainage features proposed for adoption by Essex County Council should be consulted on with the relevant Highways Development Management Office.

Changes to existing water courses may require separate consent under the Land Drainage Act before works take place. More information about consenting can be found in the attached standing advice note.

It is the applicant's responsibility to check that they are complying with common law if the drainage scheme proposes to discharge into an off-site ditch/pipe. The applicant should seek consent where appropriate from other downstream riparian landowners.

6 Port of London Authority (PLA)

The applicant will require a River Works licence for the overall revetment proposals in this area.