



**ttp consulting**  
transport planning specialists

**13 KING GEORGE VI AVENUE,  
TILBURY**

**Transport Statement V2**

**November 2023**

TTP Consulting Ltd  
111-113 Great Portland Street  
London W1W 6QQ  
Tel: 020 7100 0753

[www.ttp-consulting.co.uk](http://www.ttp-consulting.co.uk)

Registered in England: 09931399

## Contents

<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
<b>2</b>	<b>EXISTING SITUATION.....</b>	<b>2</b>
	<b>The Site .....</b>	<b>2</b>
	<b>Access on Foot .....</b>	<b>3</b>
	<b>Access by Bicycle .....</b>	<b>4</b>
	<b>Access by Public Transport .....</b>	<b>4</b>
	<b>Highway Network .....</b>	<b>5</b>
	<b>Car Ownership .....</b>	<b>5</b>
	<b>Parking Survey.....</b>	<b>6</b>
	<b>Travel to Work .....</b>	<b>7</b>
<b>3</b>	<b>POLICY .....</b>	<b>8</b>
	<b>The National Planning Policy Framework .....</b>	<b>8</b>
	<b>Thurrock Local Development Framework.....</b>	<b>9</b>
	<b>Parking Design and Development Standards .....</b>	<b>10</b>
<b>4</b>	<b>EFFECTS OF THE PROPOSALS .....</b>	<b>11</b>
	<b>The Proposals.....</b>	<b>11</b>
	<b>Trip Generation .....</b>	<b>11</b>
	<b>Car Parking .....</b>	<b>12</b>
	<b>Deliveries .....</b>	<b>13</b>
	<b>Refuse Collection .....</b>	<b>13</b>
<b>5</b>	<b>SUMMARY AND CONCLUSION.....</b>	<b>14</b>
	<b>Summary.....</b>	<b>14</b>
	<b>Conclusion.....</b>	<b>15</b>

## Figures

- Figure 1.1 - Location Plan
- Figure 2.1 - Permitted Layout
- Figure 2.2 - Walking Isochrone Map
- Figure 2.3 - Cycle Isochrone Map

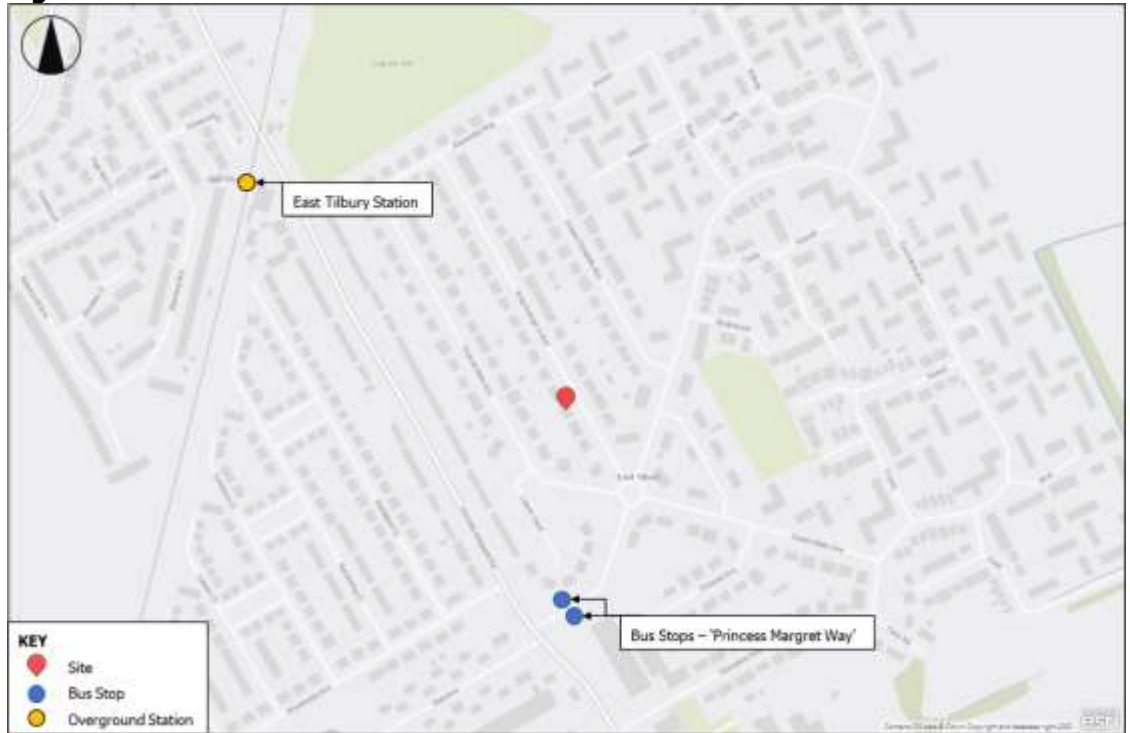
## Appendices

- Appendix A - Decision Notice
- Appendix B - Application Plans
- Appendix C - Census Car Ownership Data
- Appendix D - Census Travel to Work Data

# 1 INTRODUCTION

- 1.1 TTP Consulting is retained to provide highways and transport advice in relation to the proposals for 13 King George VI Avenue (the Site) in East Tilbury.

**Figure 1.1: Location Plan**



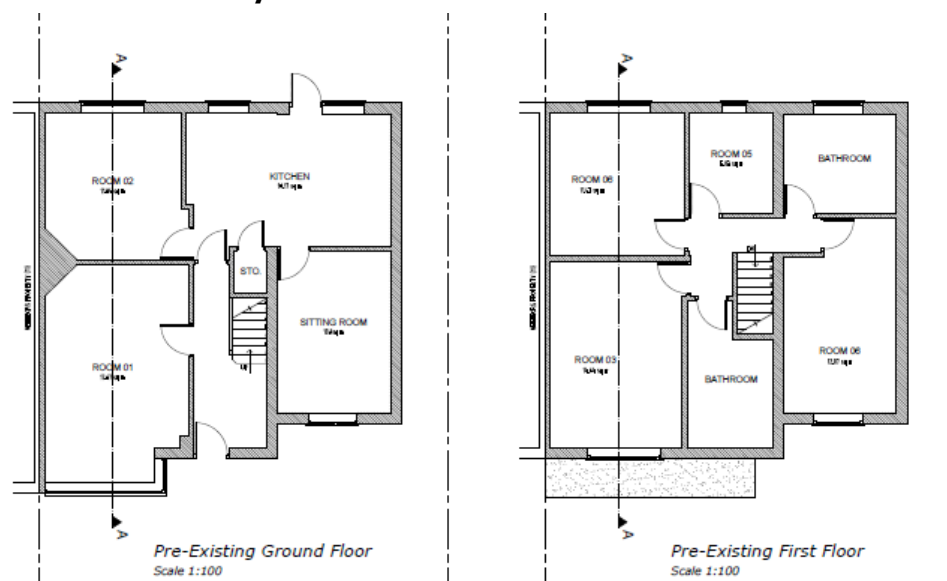
- 1.2 The Site currently has consent as a 6 bedroom House of Multiple Occupancy (HMO) (Class C4) which was granted pursuant to planning permission 20/01718/FUL, with parking provided for 3 cars off-street.
- 1.3 This report has been prepared to support an application to convert the house into an 8 bedroom HMO, i.e. an increase of 2 rooms over the existing. It takes into consideration the existing situation including a parking survey along with comments set out in the recent Decision Notice and Officer Report along with the previous consent.
- 1.4 The Decision Notice cited a total of 4 reasons for refusal 2 of which were highway related, with Condition 3 referring to the increase in pedestrian and vehicular activity, and Condition 4 to the potential impact on the on-street car parking. The Officer Report provides further insight into the decision referring to the need to extend the crossover and that a minimum of 2 spaces being required for a 6 bedroom HMO. A copy of the Decision Notice and of the Officer Report is included at **Appendix A**.

## 2 EXISTING SITUATION

### The Site

- 2.1 The Site which is located at 13 King George VI Avenue in East Tilbury comprises the right hand “side” of a pair of semi-detached house. It is a two-story building (ground plus one) with off-street parking provided for up to 3 vehicles served by a single crossover. The building has permission to be used as a Class C4 HMO with 6 bedrooms with a copy of the permitted layout at **Figure 2.1**.

**Figure 2.1: Permitted Layout**

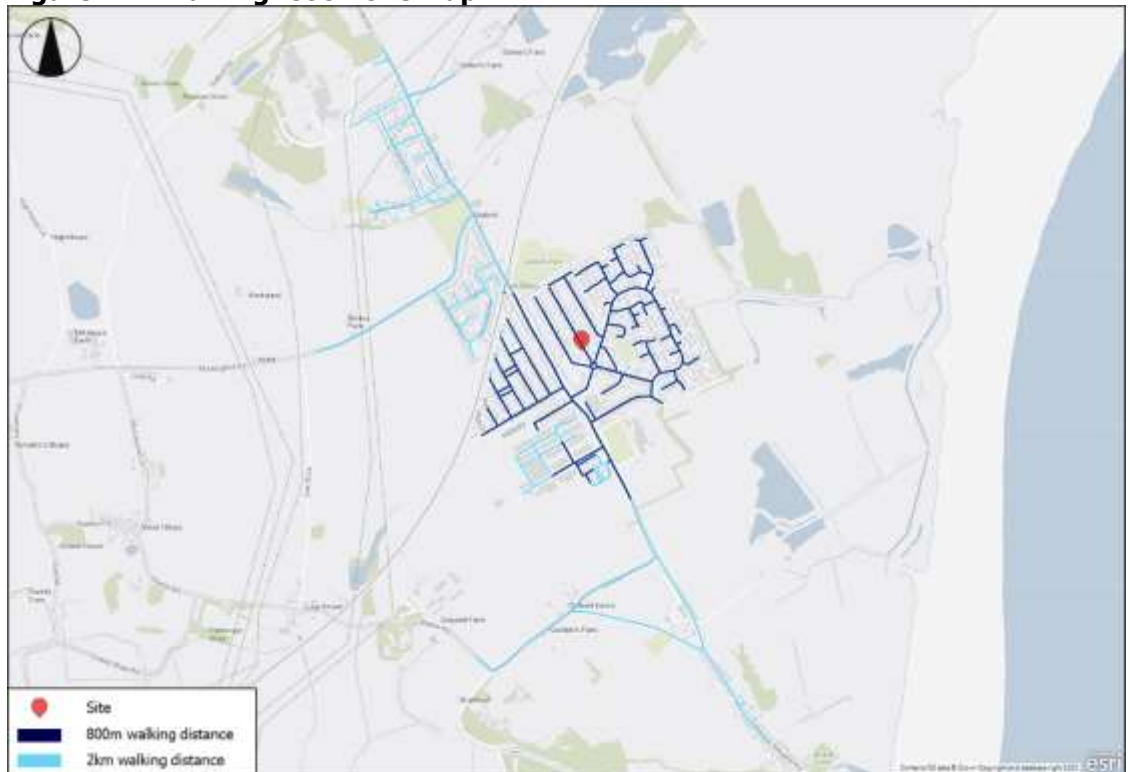


- 2.2 Parking can be provided for up to 3 cars on the hardstanding in front of the property which is accessed via a crossover on King George VI Avenue. Whereas it is accepted that the crossover has not been widened as required with the consent for the 6 bedroom HMO, presumably to provide independent access to the 3 spaces, the hardstanding can be made large enough to accommodate 3 cars in the same manner as that for the adjacent property, with drivers required to be considerate manner when parking. It should also be noted that the Officer Report states that the provision of 2 parking spaces was considered adequate for a 6 bedroom HMO, and that 3 parking spaces would be adequate for a 8 room HMO.
- 2.3 Notwithstanding that the hardstanding can be made to accommodate up to 3 cars, the Officers Report associated with the refused scheme only accepts that 1 space is available (due to the relevant condition associated with the condition having not been discharged) inferring that further demand associated with the existing 6 bedroom HMO is met on-street.

## Access on Foot

- 2.4 Walking is considered to be a suitable mode of transport to replace car and public transport journeys up to 2km in length, with factors such as health, weather and facilities along with access to a car and journey purpose all influencing a person's choice to walk. Footways are provided along both sides of King George's Avenue that connect the site to the wider pedestrian network. Dropped kerbs and tactile paving are provided across each arm of the roundabout approximately 100m south of the site, whilst a Zebra Crossing with dropped kerbs, tactile paving and lighting is provided on Princess Margaret Road 300m to the west.
- 2.5 **Figure 2.2** shows an 800m and 2km walking distance around the Site, with all of East Tilbury within a 2km walk, along with a number of bus stops and East Tilbury Station as well as local amenities including a primary school, a doctor's surgery, a library, a park and a convenience store.

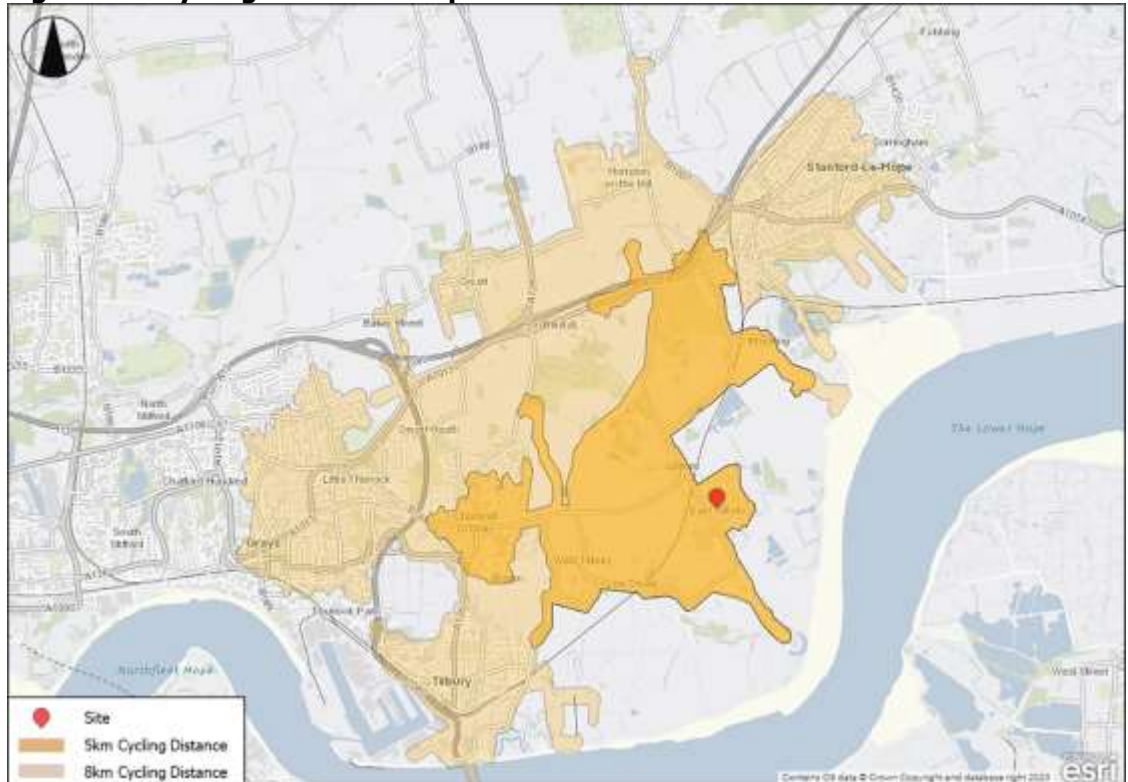
**Figure 2.2: Walking Isochrone Map**



## Access by Bicycle

- 2.6 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length. **Figure 2.3** shows a 5km and 8km cycling attachment from the site, with areas including East Tilbury, Linford and Chadwell St Mary, and areas including Stanford Le-hope, Orsett Heath, Tilbury and Grays within an 8km cycling.

**Figure 2.3: Cycling Isochrone Map**



## Access by Public Transport

### By Bus

- 2.7 The closest bus stops 'Princess Margret Road' which are located either side of Coronation Avenue approximately 230m southwest of the Site provide access to buses on Route 374 which runs between Basildon Town Centre and Grays with services running every 90 minutes in each direction.

### By Rail

- 2.8 East Tilbury Station which is located approximately 500m to the north of the Site is served by trains operated by c2c that run between London Fenchurch Street and Pitsea / Leigh on Sea / Shoeburyness / Southend Central with 2 – 3 services per hour in each direction.

## Highway Network

- 2.9 King George’s Avenue is a two-way single carriageway residential road that operates in a broadly north to south orientation between Alexandra Way to the north and the roundabout connecting with Coronation Avenue, Queen Mary Avenue and Thomas Bata Avenue to the south. Unrestricted parking is available on both sides of the carriageway with areas of dropped kerbs providing access to private driveways at regular intervals along the road.
- 2.10 Coronation Avenue provides a connection between King George’s Avenue and Princess Margaret Road at its western end and forms a two-way single lane loop road connecting with Gloucester Avenue at its eastern end.
- 2.11 Princess Margret Road is the main road connecting East Tilbury to the wider highway network. The road is a two-way single carriageway road that runs in a broadly north to south orientation between Coalhouse Fort to the south and East Tilbury Road to the north. East Tilbury Road continues northbound towards Linford and the A13, via the A1013.

## Car Ownership

- 2.12 The 2011 Census data has been integrated to understand car ownership levels which suggests an average car occupancy of 1.40 per household for the area around the Site with 17% of households not having a car. The data does not however take into account the size and type of dwelling. In this regard, a review of the data for Tilbury Riverside and Thurrock Park suggests that whereas the average car ownership level is 0.94 across the borough, the level varies significantly by size and type, with an average car ownership of 1.15 cars per household for houses with 23% not having access to a car, and 0.53 cars per household for apartments with 56% not having access to a car. The data suggests an average car ownership of 1.02 cars per household for a “4 Room” house with 27% not having access to a car, with lower average of 0.46 cars per household for a 1-3 bedroom apartment with 59% not having access to a car.

<b>Table 2.1: Summary of Car Ownership</b>					
	<b>Percentage Car Ownership</b>				<b>Cars per HH</b>
	<b>0 Cars</b>	<b>1 Car</b>	<b>2 Cars</b>	<b>3+ Cars</b>	
Local [E01015948]	17%	43%	29%	12%	1.40
Borough* (All)	34%	43%	19%	5%	0.94
Borough* (Houses)	23%	46%	24%	7%	1.15
Borough* (4 Room House)	27%	48%	21%	4%	1.02
Borough* (Apartments)	56%	36%	8%	1%	0.53
Borough* (1-3 bed Apts.)	59%	35%	5%	0%	0.46

\*Tilbury Riverside and Thurrock Park

## Parking Survey

2.13 Parking surveys were undertaken on Monday 27<sup>th</sup> February and Wednesday 1<sup>st</sup> March 2023 to pick up parking stress within a 200m distance around the Site with a summary of the findings presented below and tabulated in **Table 2.2**:

- **King Georges Avenue** – Unrestricted parking is available along the road, there is space to park approximately 69 cars with additional spaces just outside of the survey area. Over the two nights there was an average parking occupancy of 52%, with 33 spaces available.
- **Coronation Avenue** – Unrestricted parking is available along the road. Within a 200m walking distance there is space to park approximately 195 cars with additional spaces outside the survey area. Over the two nights there was an average occupancy of 48% with 101 available spaces.
- **Thomas Bate Avenue** – Unrestricted is available along the road with approximately 75 spaces available within a 200m walking distance. Over the two nights there was an average occupancy of 57% with 32 spaces available.
- **Queen Mary Avenue** – Unrestricted parking is available along the road with approximately 60 spaces available within a 200m walking distance. Over the two nights there was an average occupancy of 61% with 33 spaces available.

<b>Table 2.2: Summary of Parking Surveys</b>			
	<b>Survey Results</b>		
	<b>Capacity</b>	<b>Occupied</b>	<b>Free</b>
Thomas Bates Avenue	75	43	32
King George VI Avenue	69	52	17
Queen Mary Avenue	60	27	33
Coronation Avenue	198	97	101
<b>Total</b>	<b>402</b>	<b>219</b>	<b>183</b>

2.14 Overall, there were approximately 402 opportunities to park within 200m of the Site, with an average of 219 spaces (54%) occupied and 183 spaces (46%) available. The results demonstrate there is capacity to accommodate additional vehicles parking within 200m of the Site.



## Travel to Work

2.15 **Table 2.3** provides a summary of the travel to work data for the local area based on the 2011 Census; as noted above, whereas there is some data from the 2021 Census, it is not yet available at a local level, nor considered representative given the COVID-19 pandemic. The data suggests that 68% of people travel to work as a driver with 4% as passengers, whilst 20% travel using public transport and 6% travel using active travel modes (walking and cycling).

Train	19%
Bus, minibus or coach	1%
Driving a car or van	68%
Passenger	4%
Bicycle	1%
On foot	5%
Other (taxi / MC / Scooter)	2%

### 3 POLICY

#### The National Planning Policy Framework

- 3.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied.
- 3.2 Paragraph 111 advises that:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*
- 3.3 Paragraph 112 states that:
- "Within this context, applications for development should:*
- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
  - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
  - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
  - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
  - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*
- 3.4 When considering the transport effects of a development, the NPPF states at Paragraph 113 that:
- "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

## Thurrock Local Development Framework

- 3.5 The document which was adopted in July 2015 sets out Core Transport and Access Policies from page 109 to 120, and transport policies for Development Management from page 205 to 214 with a summary of the relevant policies as follows:
- CSTP14: Transport in the Thurrock Urban Area: Purfleet to Tilbury (page 113)
  - CSTP15: Transport in Greater Thurrock (page 115)
  - PMD8: Parking Standards (page 205)
  - PMD10: Transport Assessments and Travel Plans (page 211)
- 3.6 Policy CSTP14 (Transport in the Thurrock Urban Area) states that it will work with partners with the aim of delivering at least a 10% reduction in car traffic from the 2026 forecast levels, and sets out a raft of measures that would be delivered to assist in the process. These include delivering new cycle routes along with lowering car parking in accessible locations along with the implementation of 20mph zones and ensuring developments with high person trips are located in the most accessible locations possible.
- 3.7 Policy CSTP15 (Transport in Greater Thurrock) states that in accessibility, especially to work, education and healthcare will be improved in Greater Thurrock, with measures set out including promoting and supporting the use of passenger services that respond to demand, particularly in areas with poor accessibility. The policy sets out a number of initiatives and infrastructure improvements that will be pursued to improve accessibility.
- 3.8 PMD8 (Parking Standards): The policy refers to the Thurrock Parking Standards Guidance which includes minimums and maximums for residential development, with references to minimum standards applying to Cycle Parking, Disabled Parking, Electric Vehicle Charging facilities and Powered Two Wheelers.
- 3.9 PMD10 (Transport Assessments and Travel Plans) does not provide specific guidance on thresholds for drafting a Transport Assessment and Travel Plan, stating that the purpose of the policy is to encourage safe, healthy and sustainable travel options, with the implementation of a Travel Plan a useful tool. It goes on to state that residential developments with 25 or more units should be accompanied by a "Safe Route to Schools Assessment".

## **Parking Design and Development Standards**

- 3.10 The Parking Design and Development Standards document which was published in February 2021 sets out the parking design standards and the parking development standards that are applicable throughout the Borough, covering both the size and quantum of parking.
- 3.11 There are no standards for Sui Generis (Larger HMO) with those for Class C4 House in Multiple Occupation as set out on page 18 of the document and repeated below the most applicable:
- Car – a minimum of 2 spaces per house
  - Electric – a minimum of 2 charging points per house
  - Cycle – 1 secure and covered space per dwelling
  - Blue Badge – N/A if parking is provided within the curtilage, otherwise as visitor and unallocated; and
  - Motorcycle – N/A

## 4 EFFECTS OF THE PROPOSALS

### The Proposals

4.1 This report has been prepared to support a (Retrospective) Change of use from Class C4 (House of multiple occupation) to Sui Generis (Larger House of multiple occupation) with a summary of the proposals as follows:

- The number of HMO rooms will increase from 6 to 8;
- Car parking will be provided for up to 3 cars, with the changes to the kerb to facilitate the crossover which was required as a condition of the consented scheme;
- Two charging points for Electric Vehicle cars will be installed; and
- Parking will be provided for up to 6 bicycles.

4.2 A copy of the proposed ground and first floor plans are included at **Appendix B**.

### Trip Generation

4.3 The potential increase in the number of trips associated with the proposed development has been estimated based on a first principles approach using travel to work mode share data from the Census. Consideration was given to adopting trip rates from the TRICS database, albeit neither trip rates per bedroom nor trip rates per dwelling were considered representative for the following reasons:

- Trip rates per bedroom provide a relatively low number of trips on the grounds that these are based on traditional dwellings where the average occupancy is likely to represent a traditional family.
- Trip rates per dwelling on the other hand provide too many trips on the grounds that they do not distinguish between size of dwelling, with on average dwellings anticipated to be 2 bedrooms each with a higher overall occupancy level than that at the Site.

4.4 Furthermore, although the proposals would result in the creation of 2 more bedrooms, there is a high probability that not all rooms would be occupied all year round with average occupancy levels lower. Notwithstanding this, the potential increase has been based on fully occupied existing and proposed developments which suggests there could be an additional 2 people living at the premises. It should also be noted that given it is a retrospective application, the trips are already on the network.

- 4.5 Based on the travel to work census data, there could be on average 1 to 2 additional departures by car and / or 1 by train during the weekday morning peak period (0700 – 1000), with the same number of arrivals during the weekday evening peak period (1600 – 1900); these levels of increases would not impact on levels of service nor the operation of the local highway network.

## Car Parking

- 4.6 The consented dwelling comprises a 6-bedroom HMO which can accommodate parking for up to 3 cars off-street; the provision of 2 spaces was deemed adequate by officers when considering the previous application and aligns with the average occupancy levels for 1 – 3 room apartments in the borough. As noted earlier, the Officers Report associated with the recent refusal only accepts that 1 space is provided on-site, inferring that additional demand associated with the existing 6 bedroom HMO is met on street.
- 4.7 Adopting the same approach for the proposed 8-bedroom HMO suggests a demand for 3 vehicles, i.e. one more than the consented 6 bedroom HMO. As such, notwithstanding where any cars associated with the consented existing 6 bedroom HMO park, the proposals would result in a demand for 1 additional space which can be accommodated on Site. Indeed, the Officers Report associated with the recent refusal confirms that 3 off-street parking would be sufficient for a 8 room HMO.
- 4.8 **Table 4.1** sets out the anticipated change in average occupancy levels on the surrounding streets assuming that the additional space is met on-street, with the overall resultant occupancy well below thresholds typically considered to represent a high level of parking stress. As such, the proposals would not impact on the availability of on street parking.

<b>Table 4.1: Summary of Change in Parking Stress</b>			
	<b>Capacity</b>	<b>Occupied</b>	<b>Free</b>
Observed	402	219 (54%)	183 (46%)
With Development	402	220 (55%)	182 (45%)

- 4.9 Two charging points for cars will be provided in accordance with the policy requirements.

## **Deliveries**

- 4.10 The nature of the accommodation is such that deliveries are likely to be limited to the purchase of online goods and the occasional meal for consumption, with deliveries anticipated to take place using a transit or similar sized vehicle.
- It is anticipated that there could be on average 7 – 10 deliveries per week associated with the existing 6 bedroom HMO;
  - The proposed 8 bedroom HMO would receive on average 8 to 12 deliveries per week.
- 4.11 Vehicles would stop on-street in common with existing residential up and down the street.
- 4.12 Overall, there could be 2 – 3 additional deliveries per week which would not impact on the operation of the local or wider highway network, with many of the deliveries anticipated to be linked to another delivery in the local or wider area and as such not be a new trip.

## **Refuse Collection**

- 4.13 The proposals do not include any changes to the refuse storage and collection strategy, with waste and recycling bins located within the yard at the Site frontage within 10m of the front doors and acceptable distance for refuse collection operatives.

## 5 SUMMARY AND CONCLUSION

### Summary

- 5.1 TTP Consulting is retained to provide highways and transport advice in relation to the proposals for 13 King George VI Avenue in East Tilbury.
- 5.2 The Site which is one half of a pair of semi-detached houses has permission to be used as a 6 bedroom HMO (Class C4) with off-street parking for up to 3 cars.
- 5.3 Retrospective planning is sought to convert the house to a Sui Generis 8 bedroom HMO; the Officers Report associated with the recent refused application notes that there is not an in principle objection to the proposed development, albeit noted that a number of conditions had not been discharged including alterations to the kerb to facilitate access to the 3 parking spaces.
- 5.4 There are a number of local amenities along with public transport services including a primary school, surgery and convenience store along with bus stops and East Tilbury Station within walking distance.
- 5.5 The potential increase in trips has been estimated based on a first principle approach assuming full occupancy; the exercise demonstrates that the proposed use would not result in an unacceptable (or severe) impact on the local highway or transport network.
- 5.6 The results of the parking survey conducted in February / March 2023 demonstrates that existing on-street overnight parking levels are low and that the proposed development would not impact on the availability of parking, regardless of where the demand associated with the existing 6 bedroom HMO is met.
- 5.7 Two charging points for cars will be provided in accordance with the policy requirements.
- 5.8 Parking will be provided for up to 5 bicycles; if necessary, parking for more cycle parking can be provided.
- 5.9 There could be an additional 2 – 3 deliveries per week all of which would stop on street as per deliveries to existing dwellings up and down the street.
- 5.10 No changes are proposed to the refuse collection strategy, with bins located at the front of the property.



## Conclusion

- 5.11 This assessment demonstrates that the proposed use of the Site as a Sui Generis (Larger HMO) with 8 bedrooms would not result in a noticeable (or severe) impact on the local highway or transport network, with no more than 1 additional car parked on street and / or 1 additional arrival or departure during the peak periods; as such, there are no highway or transport reasons to refuse the application.

# **Appendix A**

**(Decision Notice & Officer Report)**



**TOWN AND COUNTRY PLANNING ACT 1990  
(as amended) Town and Country Planning  
(Development Management Procedure) (England) Order 2015**

Applicant:	Blue Bird Housing Ltd	Application Ref:	<b>23/00396/FUL</b>
Agent:	MR ASB Property Consultants Limited AS ASB Property Consu... ASB Property Consultants Limited ASB PROPERTY CONSULTANTS Spaces 100 Avebury Boulevard Milton Keynes MK9 1FH	Date Accepted:	11th April 2023
		Date of Decision:	29th June 2023

## **Refusal of Planning Permission**

**Development at:** 13 King George Vi Avenue East Tilbury Essex RM18 8SL

**Proposal:** (Retrospective) Change of use from C4 (House of multiple occupation) to Sui Generis (Larger House of multiple occupation)

**Planning permission refused in accordance with the plans and specifications for the following reason(s) set out below:**

1. The change of use to a larger House of Multiple Occupation (HMO), Sui Generis use, by reason of its intensification of the use of the site by 8 persons in 8 individual households HMO, adversely impacts upon both the residential amenity and character of the area. Therefore the use is contrary to policies PMD2 and CSTP23 of the adopted Core Strategy 2015 and the National Planning Policy Framework 2021.
2. The change of use to a larger House of Multiple Occupation (HMO), Sui Generis use, by reason of the inadequate and substandard level of bedroom space for Bedroom 7, and lack of adequate communal amenity space for all the occupiers of the property, results in an unacceptable living environment for the occupiers, contrary to policy PMD1 of the adopted Core Strategy 2015 and the National Planning Policy Framework 2021.
3. The change of use to a larger House of Multiple Occupation (HMO), Sui Generis use, by reason of the increase to 8 persons living as 8 separate households, has resulted in unacceptable levels of noise, disturbance, vehicular and pedestrian movements detrimental to the neighbour amenities of the immediately surrounding neighbouring properties. This is contrary to policy PMD1 of the adopted Thurrock Core Strategy and Policies for the Management of Development (as amended) 2015 and the Residential Extensions and Alterations Supplementary Planning Document 2017.
4. The change of use to a larger House of Multiple Occupation (HMO), Sui Generis

use, by reason of the increase to 8 persons living as 8 separate households, the associated likely increase in car ownership, and the inadequate provision of only one off street parking space, has resulted in the unacceptable migration of additional parking on the highway to the detriment of both pedestrian and highway safety and visual amenity, contrary to Policies PMD2 and PMD8 of the adopted Core Strategy 2015 and the NPPF.

**This notice of this decision relates to the following plan(s):**

<b>Plan Reference</b>	<b>Plan Type</b>	<b>Plan Date</b>
ASB823 -03FPA	Pre-Existing Floor Plans	11th April 2023
LP	Location Plan	4th April 2023
ASB823-01FPA	Existing Floor Plans	4th April 2023
ASB823-02FPA	Existing Site Layout	4th April 2023

**Policies that were taken into consideration when determining this application:**

NPPF - National Planning Policy Framework  
CSTP22 - Thurrock Design  
CSTP23 - Thurrock Character and Distinctiveness  
CSTP24 - Heritage Assets and the Historic Environment  
PMD1 - Minimising Pollution and Impacts on Amenity  
PMD2 - Design and Layout  
PMD4 - Historic Environment  
PMD8 - Parking Standards



Assistant Director Planning,  
Transport And Public Protection

Date: 29th June 2023

**Informative(s):-**

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

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern with the proposal and discussing with the Applicant/Agent. However, the issues are so fundamental to the proposal that it has not been possible to negotiate a satisfactory way forward and due to the harm which has been clearly identified within the reason(s) for the refusal, approval has not been possible.



## DELEGATED REPORT

<b>Reference:</b> 23/00396/FUL	<b>Site:</b> 13 King George Vi Avenue East Tilbury Essex RM18 8SL
<b>Ward:</b> East Tilbury	<b>Proposal:</b> (Retrospective) Change of use from C4 (House of multiple occupation) to Sui Generis (Larger House of multiple occupation)

Plan Number(s):		
Reference	Name	Received
ASB823 -03FPA	Pre-Existing Floor Plans	11th April 2023
LP	Location Plan	4th April 2023
ASB823-01FPA	Existing Floor Plans	4th April 2023
ASB823-02FPA	Existing Site Layout	4th April 2023

The application is also accompanied by:

- Application form (Dated 4.04.2023)

<b>Applicant:</b> Blue Bird Housing Ltd	<b>Validated:</b> 11 April 2023 <b>Date of expiry:</b> 29 June 2023 (Extension of Time Agreed with Agent)
<b>Case Officer:</b> Katie Huckstepp	

### 1.0 DESCRIPTION OF PROPOSAL

The submitted application seeks retrospective consent for the change of use of a House of Multiple Occupation (Falling under C4 use) to a larger house of multiple occupancy for 8 people (falling under a Sui Generis use) comprising of 8 bedrooms with ensuite bathrooms and shared kitchen and dining room facilities.

The construction of the physical extension approved under 20/01718/FUL has been implemented, while none of the required conditions have been agreed submitted for discharge or approval. The previous permission approved changes to the parking

layout and access, the agreement of details for which were conditioned under 20/01718/FUL Conditions 6 and 7 and required to be submitted prior to commencement for the access, and prior to first use for the hardsurfacing. No details have been submitted for either condition nor any of the other required conditions in this permission.

This current application includes Existing Block Plan which states that 3 parking spaces in parallel, along with a 3ms vehicle access are existing. Whilst there exists an original vehicle access, there have been no changes to this, and there are not 3 off street parking spaces and no changes to parking provision on site have been carried out.

As a result of the above breach of condition and planning breach relating to the use of the property, the current application has been submitted following recent enforcement complaint 22/00408/BBRCH.

## 2.0 SITE DESCRIPTION

The application site is a semi-detached property to the western side of King George Vi Avenue, within the East Tilbury Conservation Area. The immediate area is characterised by residential dwellings.

## 3.0 RELEVANT HISTORY

Application Reference	Description of Proposal	Decision
20/01718/FUL	(Retrospective) Change of use from C3 (Dwellinghouse) to C4 (House of multiple occupation). Proposed two storey side extension and hardstanding.	Approved

The following planning enforcement history is of relevance:

Enforcement Reference	Complaint	Outcome
22/00408/BBRCH	Possible breach of condition 6 and 7 of planning application 20/01718/FUL bigger HMO	Complaint received 09.12.22 and the complaint remains open subject to this current application.

## 4.0 CONSULTATIONS AND REPRESENTATIONS

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

## PUBLICITY:

This application has been advertised by way of individual neighbour notification letters and public site notice which has been displayed nearby. Two letters have been received objecting to the proposal on the following grounds:

- Parking issues
- Environmental pollution
- Excessive Noise
- Possibility of anti-social behaviour
- Lack of transport links
- Impact on local infrastructure
- Access issues

## ENVIRONMENTAL HEALTH:

No objections

## HIGHWAYS:

Further information required.

## HERITAGE ADVISOR:

No Objections

## 5.0 POLICY CONTEXT

### **National Planning Guidance**

#### National Planning Policy Framework (NPPF)

The NPPF was published on 20 July 2021 and sets out a presumption in favour of sustainable development. Paragraph 2 of the Framework confirms the tests in s.38 (6) of the Planning and Compulsory Purchase Act 2004 and s.70 of the Town and Country Planning Act 1990 and that the Framework is a material consideration in planning decisions. Paragraph 11 states that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development. The following headings and content of the NPPF are relevant to the consideration of the current proposals:

- 4. Decision-making
- 12. Achieving well-designed places
- 16. Conserving and enhancing the historic environment

## Planning Practice Guidance

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

- Design
- Historic environment
- Use of planning conditions.
- Enforcement and Post-Permission Matters

## **Local Planning Policy**

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

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

Thematic Policies:

- CSTP22 – Thurrock Design
- CSTP23 - Thurrock Character and Distinctiveness
- CSTP24 - Heritage Assets and the Historic Environment

Policies for the Management of Development:

- PMD1 – Minimising Pollution and Impacts on Amenity
- PMD2 – Design and Layout
- PMD4 - Historic Environment
- PMD8 – Parking Standards

### Thurrock Local Plan

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



## Thurrock Design Strategy

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

The National Planning Policy Framework encourages the conservation and enjoyment of the historic environment. It highlights the desirability of sustaining and enhancing the significance of heritage assets and the desirability of new development making a positive contribution to local character and distinctiveness.

Policy CSTP22 of the Core Strategy indicates that development proposals must demonstrate high quality design founded on a thorough understanding of, and positive response to, the local context.

CSTP23 - Thurrock Character and Distinctiveness indicates that the Council will seek to preserve or enhance the historic environment and that all development will be required to consider and demonstrate that the final proposal is the most appropriate for the heritage asset and its setting. In respect to East Tilbury this policy at Point 3, II. V. states that the council will "Ensure that any new development close to, or within, Bata Village or the Bata Factory complex is well designed and contribute positively to their settings".

Policy CSTP24 states among other things that the council will preserve or enhance the historic environment by [among other things]

- i. Promoting the importance of the heritage assets, including their fabric and their setting
- ii Encouraging the appropriate use of heritage assets and their settings

Policy PMD1 requires development will not be permitted where it would cause or is likely to cause unacceptable effects on the amenities of the area or the amenity, health, or safety of future occupiers of the site.

Policy PMD2 of the Core Strategy requires that all design proposals should respond to the sensitivity of the site and its surroundings and must contribute positively to the character of the area in which it is proposed and should seek to contribute positively to local views, townscape, heritage assets and natural features and contribute to the creation of a positive sense of place.

Policy PMD4 of the Core Strategy relates to the historic environment and states that "The Council will ensure that the fabric and setting of heritage assets, including Listed Buildings... are appropriately protected and enhanced". "Applications must demonstrate that they contribute positively to the special qualities and local distinctiveness of Thurrock through compliance with local heritage guidance".

## 6.0 ASSESSMENT

The assessment below covers the following areas:

- I. Principle of the development
- II. Design, Layout and Amenity Impacts
- III. Living Conditions
- IV. Traffic Impact, Access and Car Parking

### I. PRINCIPLE OF THE DEVELOPEMNT

The application site falls within a residential area. There is no in-principle objection to the change of use to an alternative residential use subject to compliance with normal development management policies.

Within the previous application under Ref. 20/01718/FUL which sought permission for the use of the dwellinghouse as a HMO (Classed as a C4 use), the following conditions were imposed upon the permission, a number of which being pre-commencement or prior to first use conditions requiring approval prior to the developments commencement:

### PLANS

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

<b>Plan Number(s):</b>		
<i>Reference</i>	<i>Name</i>	<i>Received</i>
<i>ASB823-05A</i>	<i>Proposed Parking Block Plan</i>	<i>4th February 2021</i>
<i>(No Nos.)</i>	<i>Location Plan</i>	<i>11th December 2020</i>
<i>ASB823 01</i>	<i>Existing Floor Plans</i>	<i>6th January 2021</i>
<i>ASB823 02</i>	<i>Existing Elevations</i>	<i>11th December 2020</i>
<i>ASB823 03A</i>	<i>Proposed Floor Plans</i>	<i>4th February 2021</i>
<i>ASB823 04A</i>	<i>Proposed Elevations</i>	<i>24th March 2021</i>

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

### DEFINITION OF USE

- 3 *The dwellinghouse known as 13 King George VI Avenue shall only be used for residential purposes and shall not exceed the limitations as defined within use class C4 (House of Multiple Occupation) of the Town & Country Planning [Use Classes] Order 1987 [as amended] [or in any provision equivalent to that Class in any statutory instrument revoking or re-enacting that Order with or without modification].*

*Reason: To define the scope of the permission and in the interests of amenity and to ensure that the development remains integrated with it's immediate as required by policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].*

## **SUBMISSION OF EXTERNAL FINISHES**

- 4 *Prior to commencement of above ground works, a schedule of external finish materials, including render, fascia, and roof materials, shall be submitted to and approved in writing by the local planning authority. Works shall be implemented in accordance with the approved materials and details specified and shall be permanently maintained as such.*

*Reason: Given the site's location within the East Tilbury Conservation Area and in order to define the scope of the consent and for the avoidance of doubt and so that the development would accord with Policies CSTP24, PMD2 and PMD4 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD - Focused Review [2015].*

## **WINDOW, DOORS AND ROOF LIGHT DETAILS**

- 5 *Prior to installation, a schedule of drawings that show details of the proposed windows in section and elevation at scales between 1:20 and 1:1 as appropriate, showing details of framing, glazing bars, cills, and ironmongery, shall be submitted to and approved in writing by the Local Planning Authority. Works shall be implemented in accordance with the approved details and shall be permanently maintained as such.*

*Reason: Given the site's location within the East Tilbury Conservation Area and in order to define the scope of the consent and for the avoidance of doubt and so that the development would accord with Policies CSTP24, PMD2 and PMD4 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD - Focused Review [2015].*

## **ACCESS**

- 6 *No development shall commence until details shall showing the revised layout, dimensions and construction specification of the proposed revised vehicle access which enables access to the proposed parking area as shown in the approved plans have been submitted to and approved by the Local Planning Authority. The details as approved shall be implemented prior to first occupation of the development hereby permitted and retained as such at all times thereafter.*

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

## **SURFACING PRIOR TO FIRST USE OF REVISED ACCESS**

- 7 *Prior to the first use of the revised access hereby permitted, the proposed parking area, as indicated on Drawing No ASB823-05A, shall be suitably surfaced, laid out and drained in accordance with details to be previously submitted to and approved in writing by the Local Planning Authority and constructed concurrently with the remainder of the development hereby approved.*

*Reason: To ensure that satisfactory off-street car parking provision is made in accordance with the Local Planning Authority's standards and in the interests of highway safety.*

The above conditions 4, 5 and 6 are all pre-commencement conditions and Condition 7 is a prior to first use, none of which have been previously submitted to the Local Planning Authority for consideration. Furthermore, on the basis of this application Condition 3 is in breach. No subsequent discharge of condition application have been sought prior to the commencement of works for the HMO use and thus the development and use undertaken for the HMO use are liable to enforcement action should this current application be refused.

## V. DESIGN, LAYOUT AND AMENITY IMPACTS

The Heritage Advisor has been consulted on the proposal given the properties location in the East Tilbury Conservation Area, however, has raised no objections considering there have been no external alterations to the property.

The change of use of the property from a HMO (falling under C4 Use) to a larger HMO (falling under a Sui generis use) has resulted in an increase of the intensity of the use of the site. Previously the property contained 6 bedrooms, defined and restricted via Condition 3 of 20/01718/FUL, whereas now the property contains 8 bedrooms and permission is sought for an 8 person larger HMO. It can therefore be assumed that the change of use has resulted in a larger HMO accommodating at least 8 persons from different households. Therefore, the intensity of the use of the dwelling is considerably different from the approved use as a smaller HMO which would be akin to that of a single dwellinghouse. Therefore, the intensified use of the site is a concern.

Within King George VI Avenue, there are only two properties which have obtained licensing and appear on the Thurrock Councils register of Licences HMOs, Nos. 29 and 36 King George VI Avenue. As such, it is assumed that the street is predominantly single dwellinghouses. Whilst in principle a HMO may be acceptable within this setting, given the increased number of occupants and the change of use to Sui Generis, this represents a significant intensification of the use of the site that is likely harmful to residential amenity.

This has also likely resulted in increased vehicular and pedestrian movements as well as increased use of both internal and external amenity areas. Whilst the change of use has not altered the external appearance of the building (notwithstanding the breach of conditions regarding the external finishes and window detailing), the intensity of this use appears wholly out of character within the residential area consisting of predominantly dwellings. This is reflected in the planning enforcement complaint received and the objections received to the current application.

Therefore, it is considered the change of use to a larger HMO has had an unacceptable impact upon the residential character of the area contrary to Policies PMD2 and CSPT23 as well as the NPPF.

Furthermore, with all 8 bedrooms providing accommodation for individual households, it is likely that the change in use has generated additional noise and disturbance. In addition to this, as noted above, the new use has likely increased the pedestrian and vehicular traffic to and from the property, which has created an unacceptable level of disturbance to the surrounding properties. It is noted that none of the approved changes to the level of parking provision and access arrangements have been implemented resulting in one parking space being available to serve the larger HMO. The intensification of the use of the property arguably has greatest impact upon the immediate neighbouring properties including the adjoining neighbour at No.11 King George VI Avenue. As a consequence, it is considered that the larger HMO use poses significant disturbance and noise in comparison to that of a 6 bedroom property and therefore the intensified use is considered unacceptable with regards to its amenity impacts, resulting in harm to neighbour amenity and amenities of the locality.

Therefore, the unauthorised larger HMO use of the site is contrary to policy PMD1 of the Core Strategy and the RAE.

### III. LIVING CONDITIONS

From the provided floor plans, three bedrooms and two shared kitchen/ dining room areas are provided at ground floor level with 5 bedrooms at first floor level. All 8 bedrooms have ensuite bathrooms. The Council has adopted the Essex approved code of practice for amenity standards in HMOs which sets out the space standards as show in Table 1.

In line with the standards in Table 1, the HMO at present would be considered as having shared kitchen facilities but no shared living room, given the two shared amenity rooms at ground floor would make up to the 14 sqm needed for the shared kitchen facilities. Therefore, whilst it would appear that the majority of the rooms are of an appropriate size, bedroom 7 would have a floor area of 7.41smq including the bathroom area. This falls short of the 8.5 square metres required for a single bedroom.

**Table 1: Minimum room size requirements**

Room size requirements are given in square metres (sqm). For clarity, a room size of 12sqm is equivalent to a room measuring 4m by 3m and also a room measuring 6m by 2m.

Room use	Number of occupants	HMO with shared facilities (kitchen, dining, living room)	HMO with shared kitchen facilities (no shared living room)	HMO without shared facilities (bedsits or studios)
Bedroom or letting	1	6.51sqm	8.5sqm	11sqm
	2	10.22sqm	12sqm	15sqm
Shared kitchen	Up to 5	7sqm	7sqm	
	6	8.5sqm	8.5sqm	
	7	10sqm	10sqm	
	8 -10	14sqm, or 2 rooms each 7sqm	14sqm, or 2 rooms each 7sqm	
Shared living / dining room	up to 5	11sqm	*5sqm	
	6	12sqm	*6.5sqm	
	7	13sqm	*8sqm	
	8	14sqm	*10sqm, or 2 rooms each 5sqm	
	9	15sqm	*10sqm, or 2 rooms each 5sqm	
	10	16.5sqm	*10sqm, or 2 rooms each 5sqm	

Therefore, whilst it appears that the majority of the bedroom sizes are acceptable with the limited communal space, any current or future occupant of bedroom 7 has very limited private space. The limited private space to bedroom 7, when experienced together with the restricted communal areas and the level of occupation of the dwelling, does result in this occupier being confined to their bedroom with very limited amenity space. As a consequence, it is considered that the change of use fails to provide adequate internal amenity space for all occupiers, which as a result, creates a larger HMO use that is somewhat cramped and overcrowded.

On balance, it is considered that due to the shortfall in space in bedroom 7, along with the lack of internal communal space, the larger HMO use fails to ensure adequate living conditions for current and future occupiers of the property. This is indicative of a cramped form of development and the overdevelopment of the site. As a result, the use is contrary to Policies PMD1 and PMD2.

The Council's HMO team has confirmed the existing license relates to a maximum 6 person, 6 household HMO only. As such the property is required to be licensed by the Council's Private Housing Team. The application for such a license does not preclude the Local Planning Authority from determining this current planning application.

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

A parking block plan has been submitted with the application which identifies three off street parking spaces are available to the front of the property. The Highways Officer has been consulted and raised concerns, that access into and out of the second and third space would not be possible from the designated vehicle access if the first space directly adjacent the access was occupied.

Under the terms of application Ref. 20/01718/FUL, the extension of the hardstanding to the front of the property was also included. Two conditions were imposed upon this consent which sought the extension of the vehicle access and hardstanding to allow parking of three cars.

Upon the officer site visit, it was noted that no works to extend the hardstanding or access have occurred on site. Moreover, given the limited hardstanding available at the site, it is considered that only one off street parking space is presently available at the property. As previously indicated, the applicant is in breach of several planning conditions and given the current unauthorised use, and the indication on the submitted plans that the 3 parking spaces are 'Existing' the Local Planning Authority has little confidence that the increase in parking provision would likely be provided as not has not been carried out to date despite the intensification of the use and likely uptake in the demand for parking.

With regard to parking needs for larger HMOs, the Local Planning Authority does not have any specific parking standards. However, HMOs as defined under Class C4, for accommodation of no more than 6 people, are required to provide a minimum of 2 off street parking spaces. Planning approval 20/01718/FUL also conditioned the provision of 3 spaces. It is therefore considered appropriate that the site should provide the 3 spaces previously conditioned to ensure that at least the previously approved 6 bed dwelling could be appropriately served with parking. The provision of just the one space off street is highly likely to result in an increase in on street parking to the detriment of both highway and pedestrian safety and visual amenity. As the requirement to provide the 3 spaces and improve the access arrangements was previously conditioned but not submitted for condition discharge, nor implemented, at present, the use provides an inadequate level of off street parking provision and likely results in additional parking on the highway to the detriment of both pedestrian and highway safety and visual amenity, contrary to Policies PMD2 and PMD8.

### **Enforcement**

As the application is being recommended unfavourably it is appropriate for the Local Planning Authority to consider enforcement action.

## **6.0 RECOMMENDATION**

Refuse for the following reasons:

1. The change of use to a larger House of Multiple Occupation (HMO), Sui Generis use, by reason of its intensification of the use of the site by 8 persons in 8 individual households HMO, adversely impacts upon both the residential amenity and character of the area. Therefore the use is contrary to policies PMD2 and CSTP23 of the adopted Core Strategy 2015 and the National Planning Policy Framework 2021.
2. The change of use to a larger House of Multiple Occupation (HMO), Sui Generis use, by reason of the inadequate and substandard level of bedroom space for Bedroom 7, and lack of adequate communal amenity space for all the occupiers of the property, results in an unacceptable living environment for the occupiers, contrary to policy PMD1 of the adopted Core Strategy 2015 and the National Planning Policy Framework 2021.
3. The change of use to a larger House of Multiple Occupation (HMO), Sui Generis use, by reason of the increase to 8 persons living as 8 separate households, has resulted in unacceptable levels of noise, disturbance, vehicular and pedestrian movements detrimental to the neighbour amenities of the immediately surrounding neighbouring properties. This is contrary to policy PMD1 of the adopted Thurrock Core Strategy and Policies for the Management of Development (as amended) 2015 and the Residential Extensions and Alterations Supplementary Planning Document 2017.

4. The change of use to a larger House of Multiple Occupation (HMO), Sui Generis use, by reason of the increase to 8 persons living as 8 separate households, the associated likely increase in car ownership, and the inadequate provision of only one off street parking space, has resulted in the unacceptable migration of additional parking on the highway to the detriment of both pedestrian and highway safety and visual amenity, contrary to Policies PMD2 and PMD8 of the adopted Core Strategy 2015 and the NPPF.

**Informative:**

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

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern with the proposal and discussing with the Applicant/Agent. However, the issues are so fundamental to the proposal that it has not been possible to negotiate a satisfactory way forward and due to the harm which has been clearly identified within the reason(s) for the refusal, approval has not been possible.

**Documents:**

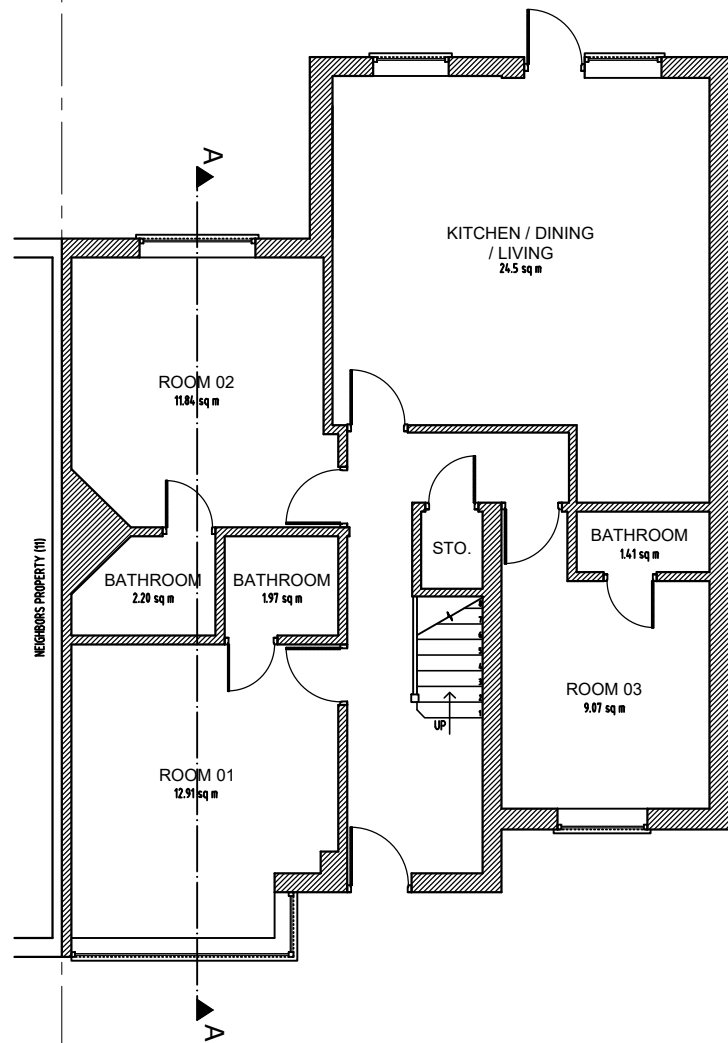
All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online: [www.thurrock.gov.uk/planning](http://www.thurrock.gov.uk/planning)

	Report Author	Checked	Sign off
Initials	KH	NJH	NJH
Date	27.06.2023	29.06.23	29.06.23

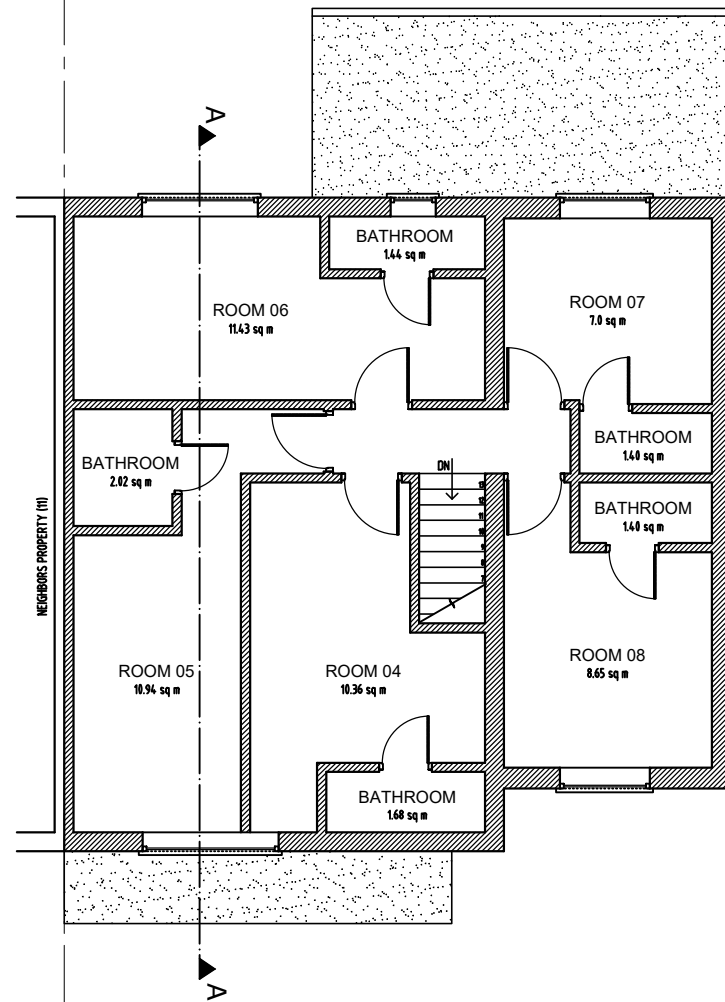


# **Appendix B**

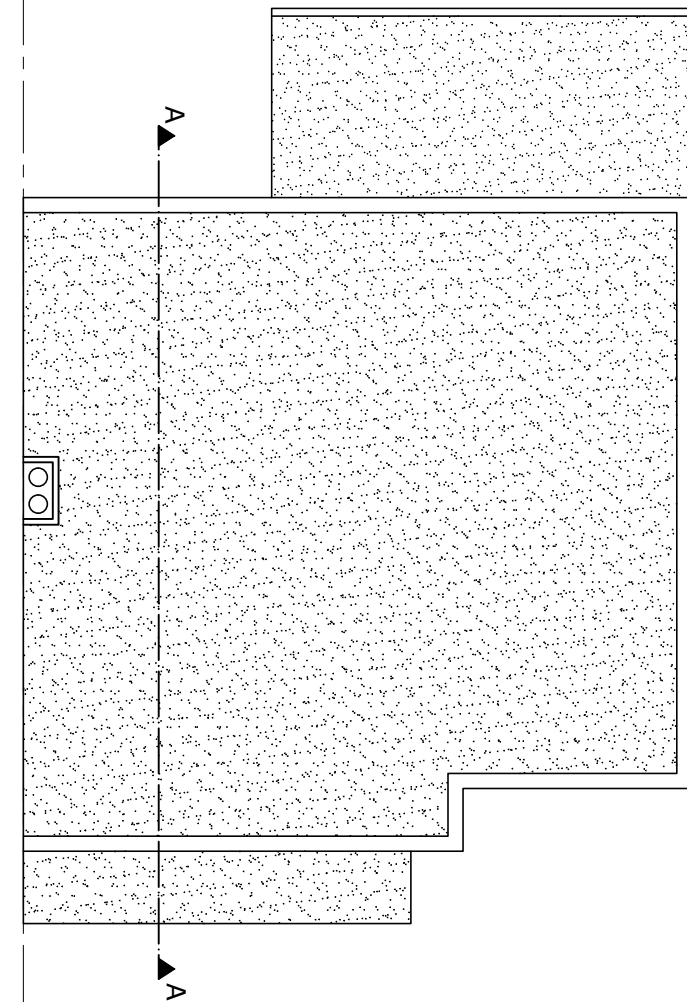
**(Application Plans)**



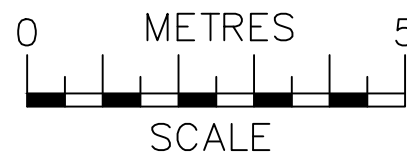
*Proposed Ground Floor*  
Scale 1:100



*Proposed First Floor*  
Scale 1:100



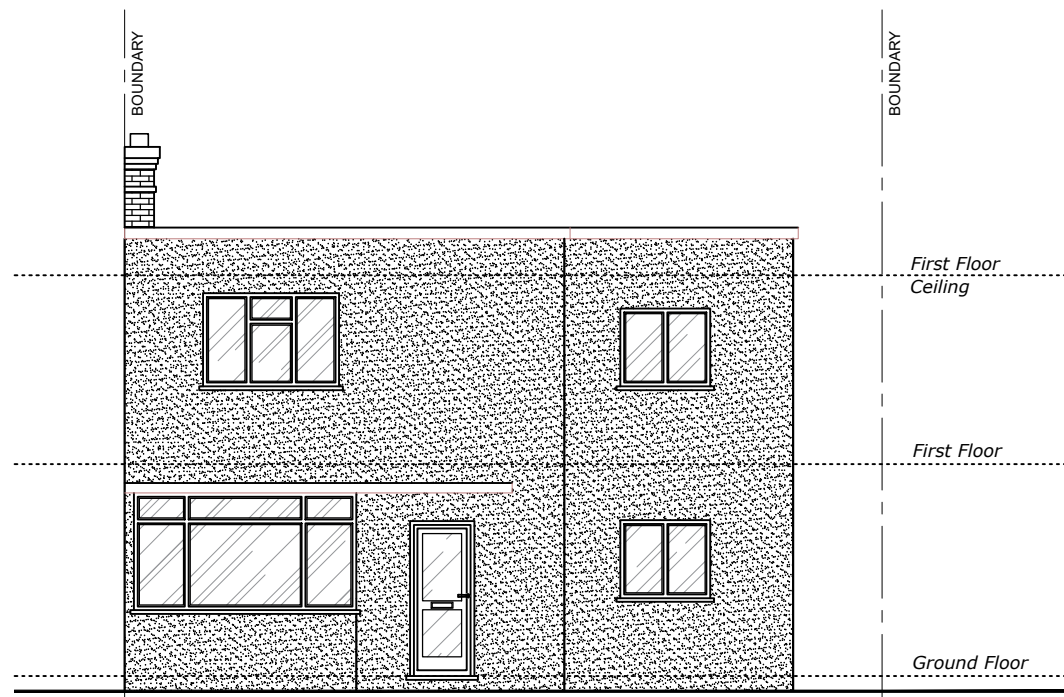
*Proposed Roof Plan*  
Scale 1:100



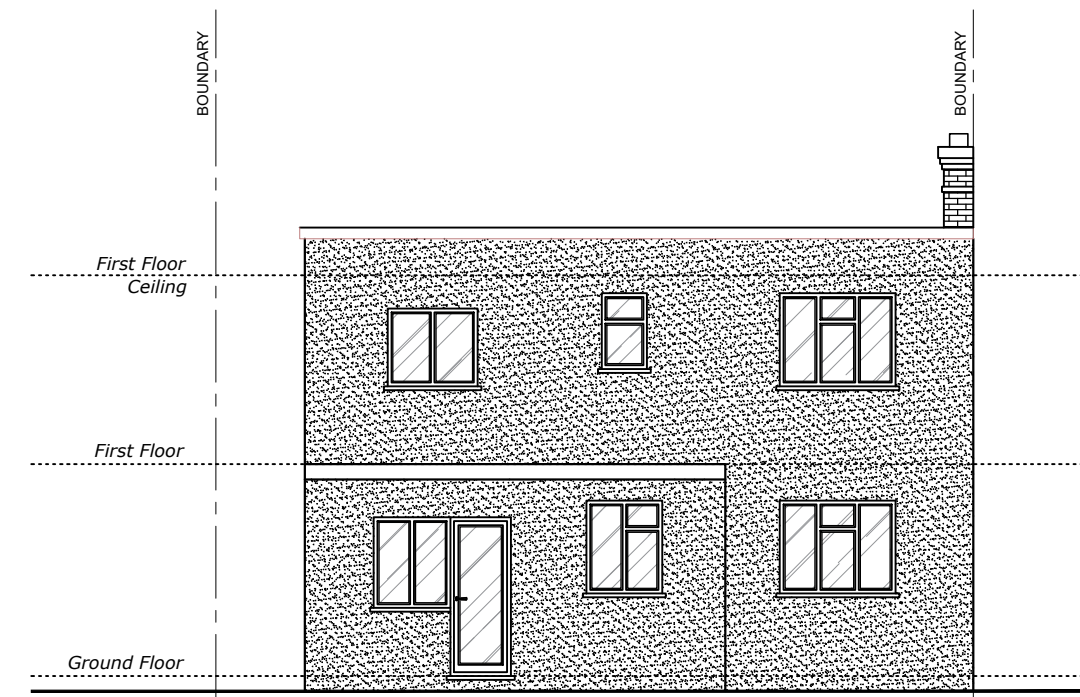
**NOTES**  
The contractors are to check all the dimensions, levels, drain runs and general condition of the site before works commence.

All works are to be carried out in accordance with current Building Regulations, British Standards, Code of Practice and Local Authority Requirements.

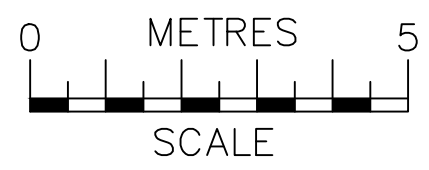
Project: <b>13 King George Vi Avenue, Tilbury RM18 8SL</b>	
Title: <b>Proposed Floor Plans Ground; First &amp; Roof</b>	
Date: 06.11.23	Scale: 1:100 @ A3
Dwg. No. <b>KGA.13.PR.101</b>	Rev: 0



*Proposed Front Elevation*  
Scale 1:100



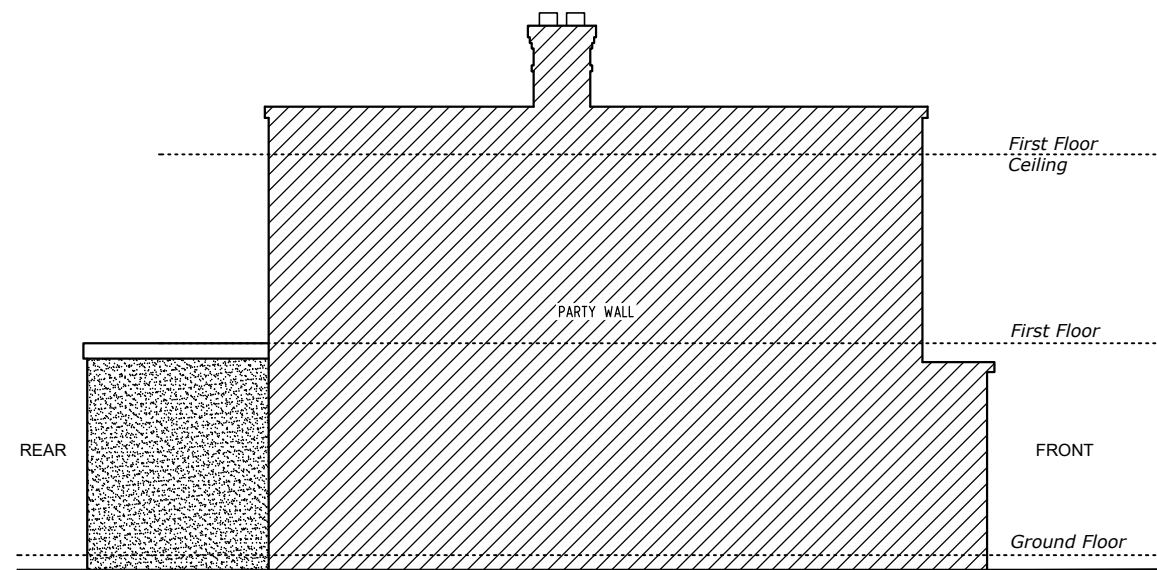
*Proposed Rear Elevation*  
Scale 1:100



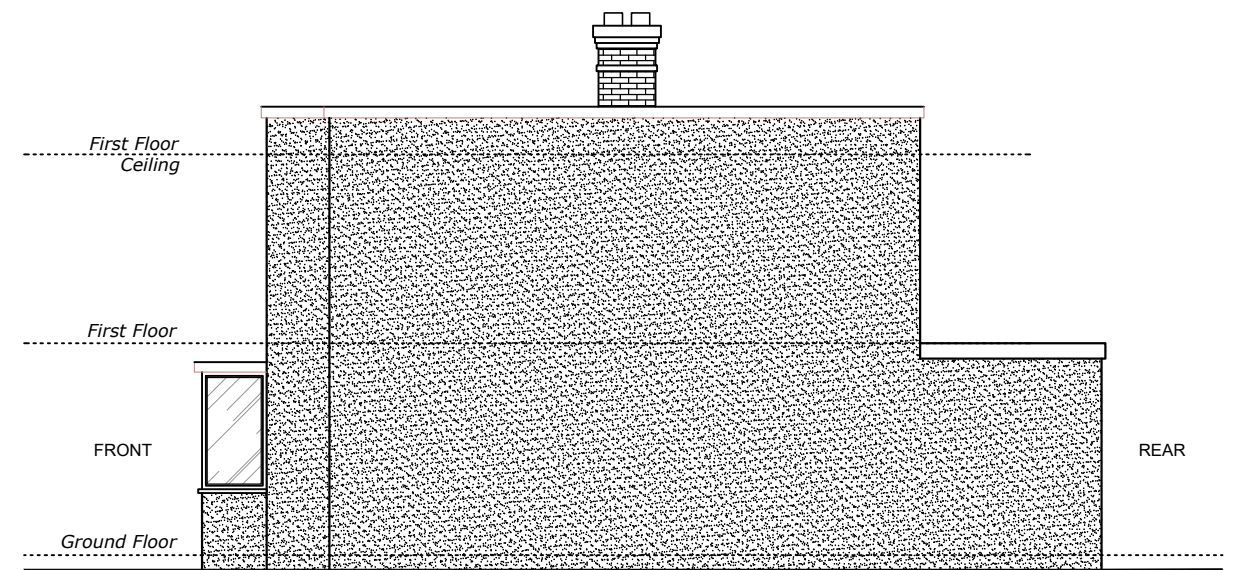
**NOTES**  
The contractors are to check all the dimensions, levels, drain runs and general condition of the site before works commence.

All works are to be carried out in accordance with current Building Regulations, British Standards, Code of Practice and Local Authority Requirements.

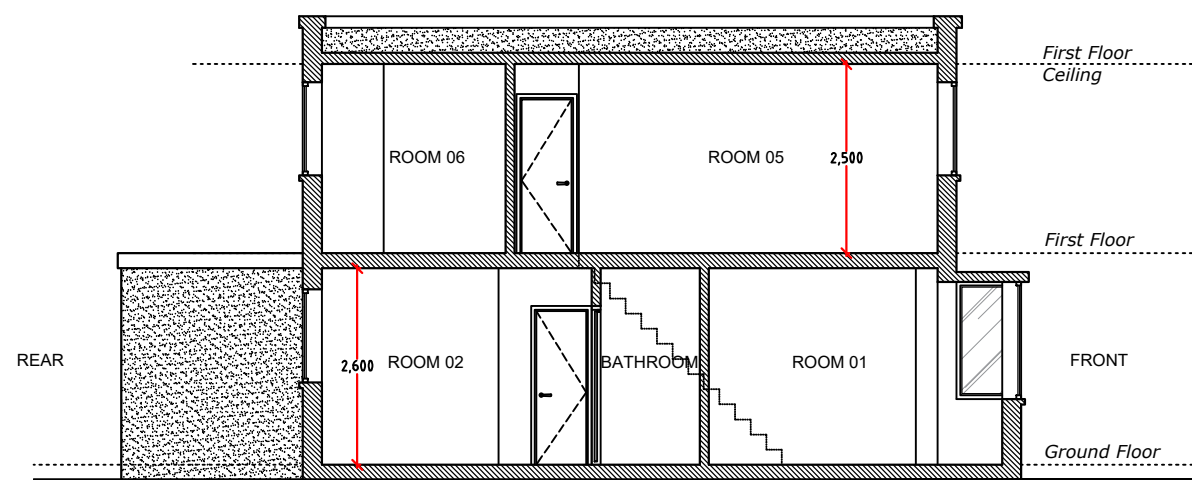
Project: <b>13 King George Vi Avenue, Tilbury RM18 8SL</b>	
Title: <b>Proposed Front &amp; Rear Elevations</b>	
Date: 06.11.23	Scale: 1:100 @ A3
Dwg. No. <b>KGA.13.PR.102</b>	Rev: <b>0</b>



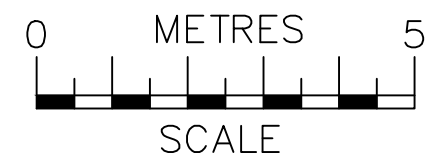
*Proposed Side 1 Elevation*  
Scale 1:100



*Proposed Side 2 Elevation*  
Scale 1:100



*Proposed Section A-A*  
Scale 1:100



**NOTES**  
The contractors are to check all the dimensions, levels, drain runs and general condition of the site before works commence.

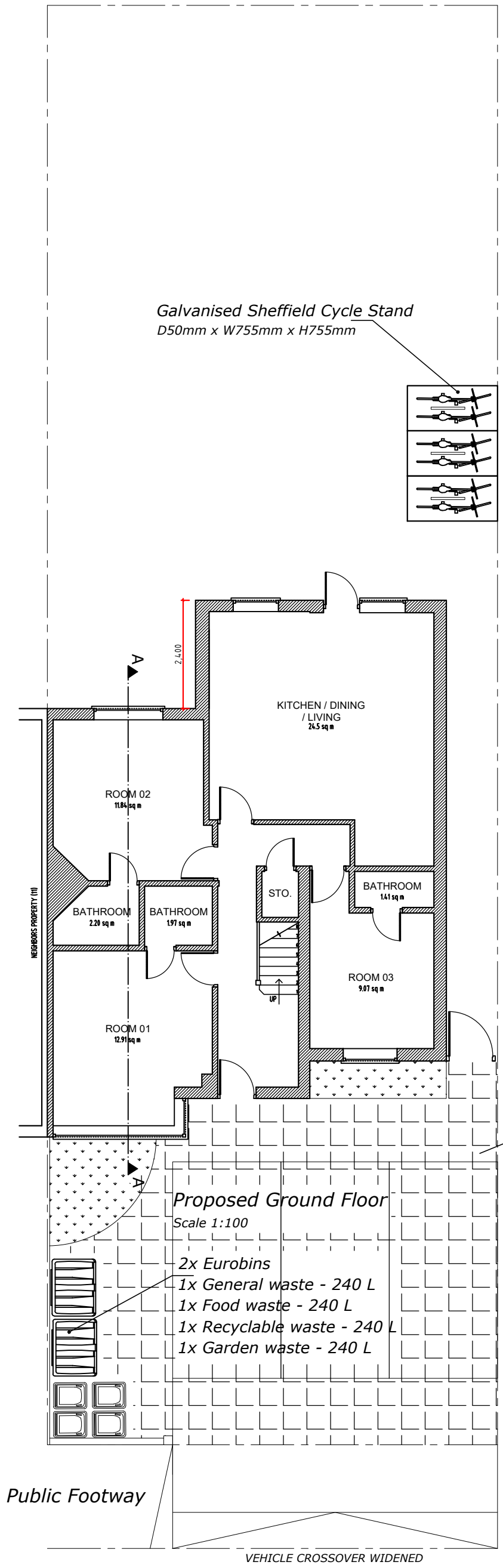
All works are to be carried out in accordance with current Building Regulations, British Standards, Code of Practice and Local Authority Requirements.

Project:  
**13 King George Vi Avenue,  
Tilbury RM18 8SL**

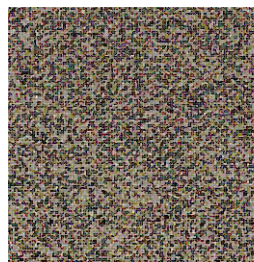
Title: **Proposed  
Side Elevations (1 & 2)  
And Section A-A**

Date: 06.11.23 Scale: 1:100 @ A3

Dwg. No. **KGA.13.PR.103** Rev: **0**



**EXTERNAL FINISHES TO MATCH EXISTING**



Pebble dash render



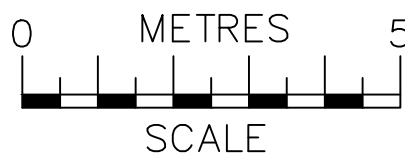
Flat Roofing Felt



Tobermore Hydropave Permeable Paving Slabs



White uPVC Windows



**NOTES**  
 The contractors are to check all the dimensions, levels, drain runs and general condition of the site before works commence.  
 All works are to be carried out in accordance with current Building Regulations, British Standards, Code of Practice and Local Authority Requirements.

Project: <b>13 King George VI Avenue, Tilbury RM18 8SL</b>	
Title: <b>PROPOSED Site Plan</b>	
Date: 06.11.23	Scale: 1:20/100 @ A3
Dwg. No.: <b>KGA.13.PR.SP</b>	Rev: 0

# **Appendix C**

**(Census Car Ownership Data)**

## KS404EW - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 25 July 2023]

population	All households; All cars or vans
units	Households
area type	2011 super output areas - lower layer
area name	E01015948 : Thurrock 013B
rural urban	Total

### Cars

### 2011

All categories: Car or van availability	605	
No cars or vans in household	103	17.0%
1 car or van in household	258	42.6%
2 cars or vans in household	173	28.6%
3 cars or vans in household	50	8.3%
4 or more cars or vans in household	21	3.5%
sum of all cars or vans in the area	844	1.40

				Total: Car or van availability	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household	car ownership
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Total: Tenure	Total: Number of rooms	2,652	908	1,129	492	123	0.94
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Total: Tenure	1 - 3 rooms	478	265	179	34	0	0.52
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Total: Tenure	4 rooms	546	236	222	79	9	0.75
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Total: Tenure	5 rooms	1,080	316	497	217	50	1.00
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Total: Tenure	6 rooms	372	66	170	105	31	1.27
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Total: Tenure	7 rooms	114	13	40	42	19	1.59
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Total: Tenure	8 or more rooms	62	12	21	15	14	1.50
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	Total: Number of rooms	1,191	163	567	364	97	1.33
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	1 - 3 rooms	65	17	38	10	0	0.89
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	4 rooms	160	26	83	47	4	1.18
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	5 rooms	564	83	278	166	37	1.28
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	6 rooms	266	30	122	90	24	1.41
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	7 rooms	94	5	34	36	19	1.73
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	8 or more rooms	42	2	12	15	13	1.93
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Shared ownership; rented and living rent free	Total: Number of rooms	1,461	745	562	128	26	0.61
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Shared ownership; rented and living rent free	1 - 3 rooms	413	248	141	24	0	0.46
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Shared ownership; rented and living rent free	4 rooms	386	210	139	32	5	0.56
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Shared ownership; rented and living rent free	5 rooms	516	233	219	51	13	0.70
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Shared ownership; rented and living rent free	6 rooms	106	36	48	15	7	0.93
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Shared ownership; rented and living rent free	7 rooms	20	8	6	6	0	0.90
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Shared ownership; rented and living rent free	8 or more rooms	20	10	9	0	1	0.60
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Total: Tenure	Total: Number of rooms	1,731	392	801	421	117	1.15
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Total: Tenure	1 - 3 rooms	61	17	31	13	0	0.93
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Total: Tenure	4 rooms	233	62	113	49	9	1.02
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Total: Tenure	5 rooms	922	237	437	201	47	1.06
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Total: Tenure	6 rooms	350	58	162	101	29	1.29
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Total: Tenure	7 rooms	111	11	39	42	19	1.62
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Total: Tenure	8 or more rooms	54	7	19	15	13	1.63
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Owned: Owned outright or with a mortgage or loan	Total: Number of rooms	1,102	140	515	352	95	1.36
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Owned: Owned outright or with a mortgage or loan	1 - 3 rooms	30	5	16	9	0	1.13
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Owned: Owned outright or with a mortgage or loan	4 rooms	125	21	59	41	4	1.22
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Owned: Owned outright or with a mortgage or loan	5 rooms	553	79	275	163	36	1.28
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Owned: Owned outright or with a mortgage or loan	6 rooms	260	29	119	88	24	1.41
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Owned: Owned outright or with a mortgage or loan	7 rooms	93	4	34	36	19	1.75
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Owned: Owned outright or with a mortgage or loan	8 or more rooms	41	2	12	15	12	1.90
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Shared ownership; rented and living rent free	Total: Number of rooms	629	252	286	69	22	0.78
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Shared ownership; rented and living rent free	1 - 3 rooms	31	12	15	4	0	0.74
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Shared ownership; rented and living rent free	4 rooms	108	41	54	8	5	0.79
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Shared ownership; rented and living rent free	5 rooms	369	158	162	38	11	0.73
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Shared ownership; rented and living rent free	6 rooms	90	29	43	13	5	0.93
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Shared ownership; rented and living rent free	7 rooms	18	7	5	6	0	0.94
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Shared ownership; rented and living rent free	8 or more rooms	13	5	7	0	1	0.77
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Total: Tenure	Total: Number of rooms	921	516	328	71	6	0.53
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Total: Tenure	1 - 3 rooms	417	248	148	21	0	0.46
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Total: Tenure	4 rooms	313	174	109	30	0	0.54
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Total: Tenure	5 rooms	158	79	60	16	3	0.64
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Total: Tenure	6 rooms	22	8	8	4	2	1.00
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Total: Tenure	7 rooms	3	2	1	0	0	0.33
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Total: Tenure	8 or more rooms	8	5	2	0	1	0.63
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	Total: Number of rooms	89	23	52	12	2	0.92
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	1 - 3 rooms	35	12	22	1	0	0.69
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	4 rooms	35	5	24	6	0	1.03
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	5 rooms	11	4	3	3	1	1.09
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	6 rooms	6	1	3	2	0	1.17
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	7 rooms	1	1	0	0	0	0.00
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	8 or more rooms	1	0	0	0	1	3.00
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Shared ownership; rented and living rent free	Total: Number of rooms	832	493	276	59	4	0.49
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Shared ownership; rented and living rent free	1 - 3 rooms	382	236	126	20	0	0.43
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Shared ownership; rented and living rent free	4 rooms	278	169	85	24	0	0.48
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Shared ownership; rented and living rent free	5 rooms	147	75	57	13	2	0.61
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Shared ownership; rented and living rent free	6 rooms	16	7	5	2	2	0.94
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Shared ownership; rented and living rent free	7 rooms	2	1	1	0	0	0.50
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Shared ownership; rented and living rent free	8 or more rooms	7	5	2	0	0	0.29

No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household
34%	43%	19%	5%
55%	37%	7%	0%
43%	41%	14%	2%
29%	46%	20%	5%
18%	46%	28%	8%
11%	35%	37%	17%
19%	34%	24%	23%
14%	48%	31%	8%
26%	58%	15%	0%
16%	52%	29%	3%
15%	49%	29%	7%
11%	46%	34%	9%
5%	36%	38%	20%
5%	29%	36%	31%
51%	38%	9%	2%
60%	34%	6%	0%
54%	36%	8%	1%
45%	42%	10%	3%
34%	45%	14%	7%
40%	30%	30%	0%
50%	45%	0%	5%
23%	46%	24%	7%
28%	51%	21%	0%
27%	48%	21%	4%
26%	47%	22%	5%
17%	46%	29%	8%
10%	35%	38%	17%
13%	35%	28%	24%
13%	47%	32%	9%
17%	53%	30%	0%
17%	47%	33%	3%
14%	50%	29%	7%
11%	46%	34%	9%
4%	37%	39%	20%
5%	29%	37%	29%
40%	45%	11%	3%
39%	48%	13%	0%
38%	50%	7%	5%
43%	44%	10%	3%
32%	48%	14%	6%
39%	28%	33%	0%
38%	54%	0%	8%
56%	36%	8%	1%
59%	35%	5%	0%
56%	35%	10%	0%
50%	38%	10%	2%
36%	36%	18%	9%
67%	33%	0%	0%
63%	25%	0%	13%
26%	58%	13%	2%
34%	63%	3%	0%
14%	69%	17%	0%
36%	27%	27%	9%
17%	50%	33%	0%
100%	0%	0%	0%
0%	0%	0%	100%
59%	33%	7%	0%
62%	33%	5%	0%
61%	31%	9%	0%
51%	39%	9%	1%
44%	31%	13%	13%
50%	50%	0%	0%
71%	29%	0%	0%



# **Appendix D**

**(Census Travel to Work Data)**

**QS701EW - Method of travel to work**

ONS Crown Copyright Reserved [from Nomis on 25 July 2023]

population All usual residents aged 16 to 74  
 units Persons  
 date 2011  
 rural urban Total

Area	All categories: Method of travel to work	Work mainly at or from home	Underground, metro, light rail, tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work	Not in employment
msoa2011:E02003308 : T	4,777	87	26	581	31	12	23	2,311	150	40	134	13	1,369
oa2011:E00080643	251	9	0	20	0	0	1	121	4	2	7	2	85
oa2011:E00080644	263	5	1	34	1	1	3	123	4	4	10	2	75
oa2011:E00080636	242	4	0	33	3	1	0	104	6	1	11	0	79
oa2011:E00080631	293	3	1	35	1	1	3	122	8	2	14	1	102
oa2011:E00080649	149	0	6	22	0	0	2	74	5	1	2	0	37
oa2011:E00080648	263	5	1	42	2	2	2	133	12	5	8	0	51
oa2011:E00080646	96	3	1	16	1	0	0	38	4	2	3	0	28
oa2011:E00080647	239	6	3	26	1	2	0	118	6	4	8	0	65
oa2011:E00080645	206	2	0	41	0	0	0	107	7	2	7	1	39
oa2011:E00080642	235	0	1	29	1	0	1	118	5	0	8	2	70
oa2011:E00080641	199	4	1	30	3	0	1	105	13	1	3	0	38
oa2011:E00080640	233	3	3	30	3	0	2	112	1	1	4	1	73
oa2011:E00080632	317	5	1	44	2	0	1	146	13	1	11	0	93
	2,986	49	19	402	18	7	16	1,421	88	26	96	9	835
			0.9%	19.1%	0.9%	0.3%	0.8%	67.6%	4.2%	1.2%	4.6%	0.4%	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.