

<p>Reference: 16/01726/REM</p>	<p>Site: Former Ford Motor Company Arisdale Avenue South Ockendon Essex RM15 5JT</p>
<p>Ward: Ockendon</p>	<p>Proposal: Approval of reserved matters (layout, scale, appearance and landscaping) for Phase 3 of the outline planning permission 09/50035/TTGOUT comprising of the construction of 113 residential dwellings new public open space, car parking and associated infrastructure.</p>

Plan Number(s):		
Reference	Name	Received
1305-D-1101	Site Layout	17th May 2017
1305-D-1200B	Drawing	13th June 2017
1305-D-1201B	Roof Plans	13th June 2017
1305-D-1202C	Drawing	13th June 2017
1305-D-1203B	Drawing	13th June 2017
1305-D-1204C	Drawing	13th June 2017
1305-D-1205C	Drawing	13th June 2017
1305-D-1206C	Drawing	13th June 2017
1305-D-1207B	Drawing	13th June 2017
1305-D-1208D	Drawing	13th June 2017
1305-D-1209A	Drawing	13th June 2017
1305-D-1210B	Drawing	13th June 2017
1305-D-1211C	Drawing	13th June 2017
1305-D-1300C	Site Layout	13th June 2017
1305-D-1301A	Sections	13th June 2017
1305-D-1400B	Proposed Floor Plans	7th June 2017
1305-D-1401B	Proposed Floor Plans	7th June 2017
1305-D-1402B	Proposed Floor Plans	7th June 2017
1305-D-1403B	Roof Plans	7th June 2017
1305-D-1404	Proposed Floor Plans	17th May 2017
1305-D-1405	Proposed Floor Plans	17th May 2017
1305-D-1406	Proposed Floor Plans	17th May 2017
1305-D-1407	Proposed Floor Plans	17th May 2017

1305-D-1408	Roof Plans	17th May 2017
1305-D-1409A	Proposed Floor Plans	17th May 2017
1305-D-1410A	Proposed Floor Plans	17th May 2017
1305-D-1411A	Proposed Floor Plans	17th May 2017
1305-D-1412A	Roof Plans	17th May 2017
1305-D-1413B	Proposed Floor Plans	17th May 2017
1305-D-1414B	Proposed Floor Plans	17th May 2017
1305-D-1415B	Proposed Floor Plans	17th May 2017
1305-D-1416B	Roof Plans	17th May 2017
1305-D-1417	Proposed Floor Plans	17th May 2017
1305-D-1418	Proposed Floor Plans	17th May 2017
1305-D-1419	Proposed Floor Plans	17th May 2017
1305-D-1420	Roof Plans	17th May 2017
1305-D-1500	Proposed Floor Plans	17th May 2017
1305-D-1501A	Proposed Floor Plans	17th May 2017
1305-D-1502B	Proposed Floor Plans	17th May 2017
1305-D-1503A	Proposed Floor Plans	17th May 2017
1305-D-1504B	Proposed Floor Plans	17th May 2017
1305-D-1505A	Proposed Floor Plans	17th May 2017
1305-D-1506B	Proposed Floor Plans	17th May 2017
1305-D-1507A	Proposed Floor Plans	17th May 2017
1305-D-1508A	Proposed Floor Plans	17th May 2017
1305-D-1509	Proposed Floor Plans	17th May 2017
1305-D-1510A	Proposed Floor Plans	17th May 2017
1305-D-1511A	Proposed Floor Plans	17th May 2017
1305-D-1512A	Proposed Floor Plans	17th May 2017
1070_P2	Drawing	7th June 2017
1071_P2	Drawing	7th June 2017
1072_P2	Drawing	7th June 2017
1073_P2	Drawing	7th June 2017
4010_P2	Drawing	7th June 2017
4011_P2	Drawing	7th June 2017
1305-D-1514B	Proposed Floor Plans	17th May 2017
1305-D-1515A	Proposed Floor Plans	17th May 2017
1305-D-1516A	Proposed Floor Plans	17th May 2017
1305-D-1517	Proposed Floor Plans	17th May 2017
1305-D-1513	Proposed Floor Plans	17th May 2017
1305-D-1518	Proposed Floor Plans	17th May 2017
1305-D-1519	Proposed Floor Plans	17th May 2017

1305-D-1520	Proposed Floor Plans	17th May 2017
1305-D-1521A	Proposed Floor Plans	17th May 2017
1305-D-1522A	Proposed Floor Plans	17th May 2017
1305-D-1523	Proposed Floor Plans	17th May 2017
1305-D-1524	Proposed Floor Plans	17th May 2017
1305-D-1525A	Proposed Floor Plans	17th May 2017
1305-D-1526	Proposed Floor Plans	17th May 2017
1305-D-1527A	Proposed Floor Plans	17th May 2017
1305-D-1528	Proposed Floor Plans	17th May 2017
1305-D-1529A	Proposed Floor Plans	13th June 2017
1305-D-1530A	Proposed Floor Plans	17th May 2017
1305-D-1531A	Proposed Floor Plans	17th May 2017
1305-D-1532	Proposed Floor Plans	17th May 2017
1305-D-1533A	Proposed Floor Plans	17th May 2017
1305-D-1534	Proposed Floor Plans	17th May 2017
1305-D-1535B	Proposed Floor Plans	17th May 2017
1305-D-1536A	Proposed Floor Plans	17th May 2017
1305-D-1537A	Proposed Floor Plans	17th May 2017
1305-D-1538	Proposed Floor Plans	17th May 2017
1305-D-1539A	Proposed Floor Plans	17th May 2017
1305-D-1540B	Proposed Floor Plans	17th May 2017
1305-D-1541	Proposed Floor Plans	17th May 2017
1305-D-1542	Proposed Floor Plans	17th May 2017
1305-D-1543A	Proposed Floor Plans	17th May 2017
1305-D-1544	Proposed Floor Plans	17th May 2017
1305-D-1800A	Proposed Elevations	17th May 2017
1305-D-1801A	Proposed Elevations	17th May 2017
1305-D-1802	Proposed Elevations	17th May 2017
1305-D-1803	Proposed Elevations	17th May 2017
1305-D-1804	Proposed Elevations	17th May 2017
1305-D-1805	Proposed Elevations	17th May 2017
1305-D-1806B	Proposed Elevations	17th May 2017
1305-D-1807B	Proposed Elevations	17th May 2017
1305-D-1808A	Proposed Elevations	17th May 2017
1305-D-1809A	Proposed Elevations	17th May 2017
1305-D-1810B	Proposed Elevations	17th May 2017
1305-D-1811A	Proposed Elevations	17th May 2017
1305-D-1812A	Proposed Elevations	17th May 2017
1305-D-1813A	Proposed Elevations	17th May 2017

1305-D-1814	Proposed Elevations	17th May 2017
1305-D-1815	Proposed Elevations	17th May 2017
1305-D-1816	Proposed Elevations	17th May 2017
1305-D-1817	Proposed Elevations	17th May 2017
1305-D-1818A	Proposed Elevations	17th May 2017
1305-D-1819	Proposed Elevations	17th May 2017
1305-D-1820A	Proposed Elevations	17th May 2017
4012_P2	Drawing	7th June 2017
4013_P2	Drawing	7th June 2017
2100_P5	Drawing	13th June 2017
2060_P1	Drawing	7th June 2017
2061_P1	Drawing	7th June 2017
2062_P1	Drawing	7th June 2017
2063_P1	Drawing	7th June 2017
3312_P2	Drawing	7th June 2017
3313_P2	Drawing	7th June 2017
MMA13849001 R2	Drawing	7th June 2017
1305-D-1821A	Proposed Elevations	17th May 2017
1305-D-1822	Proposed Elevations	17th May 2017
1305-D-1823	Proposed Elevations	17th May 2017
1305-D-1824B	Proposed Elevations	13th June 2017
1305-D-1825A	Proposed Elevations	17th May 2017
1305-D-1826A	Proposed Elevations	17th May 2017
1305-D-1827A	Proposed Elevations	17th May 2017
1305-D-1828A	Proposed Elevations	17th May 2017
1305-D-1829	Proposed Elevations	17th May 2017
1305-D-1830A	Proposed Elevations	5th June 2017
1305-D-1831	Proposed Elevations	17th May 2017
1305-D-1832	Proposed Elevations	17th May 2017
1305-D-1833	Proposed Elevations	17th May 2017
1305-D-1834	Proposed Elevations	17th May 2017
1305-D-1850	Proposed Elevations	17th May 2017
1305-D-1851A	Proposed Elevations	5th June 2017
1305-D-1852B	Proposed Elevations	13th June 2017
1305-D-1853A	Proposed Elevations	5th June 2017
1305-D-1890	Drawing	17th May 2017
PR089-01F	Drawing	7th June 2017
PR089-02D	Drawing	17th May 2017
PR089-03A	Drawing	17th May 2017

1305-D-1545	Proposed Floor Plans	13th June 2017
1305-D-1835	Proposed Elevations	13th June 2017

The application is also accompanied by:

- Accommodation schedule
- Design and Access Statement
- Landscape Compliance Report
- Noise and Vibration Assessment
- Planning Statement
- Transport Statement

Applicant:

Bellway Homes Ltd (Essex)

Validated:

23 December 2016

Date of expiry:

30 June 2017 [Extension of time agreed with applicant]

Recommendation: Approve, subject to conditions.

This application is scheduled for determination by the Council's Planning Committee because of the scale of the development proposed.

1.0 BACKGROUND AND DESCRIPTION OF PROPOSAL

- 1.1 In April 2011 Thurrock Thames Gateway Development Corporation (TTGDC) granted outline planning permission for the 'Demolition of existing buildings and redevelopment of the site for up to 650 residential dwellings, associated car parking, roads, landscaping and public open space. Outline application with all matters reserved except for the points of access to the site', ref: 09/50035/TTGOUT. The outline permission was subject to a number of planning conditions and a s106 legal agreement.
- 1.2 The reserved matters for Phase 1 [92 residential units] and Phase 2 [185 residential units] have both been constructed with all of Phase 1 occupied and most of Phase 2 occupied.
- 1.3 This application relates to Phase 3 and comprises the submission of the following reserved matters; Access [within the site], Layout, Scale, Appearance and Landscaping. The reserved matters seeks approval for the erection of 113 dwellings [houses and flats], plus associated roads, paths, drives, car parking, ancillary structures, public open space and landscaping. The breakdown of the residential units is as follows:

- 9 x four bedroom houses
- 38 x three-bedroom houses
- 13 x two-bedroom houses
- 1 x three-bedroom flat
- 34 x two-bedroom flats
- 18 x one-bedroom flats

1.4 Below is a description of the proposal as it relates to the reserved matters:

1.5 Access – Vehicular access to the whole of the former Ford site was approved with the outline permission and agreed four points of access along Arisdale Avenue and one of these provides the vehicle access into the Phase 3 site. Access within the site is a reserved matter and is considered as part of this Phase of development. The layout plan shows the proposed road and pedestrian layout within the site and linking to Phase 2 to the south and the future Phase 4 to the north.

1.6 Layout – The layout broadly follows the illustrative Masterplan from the outline permission and features street blocks comprising of houses and flats, areas of public open space, roads and footways. Each house would have off street car parking. The flats would have car parking arrangements in parking courts behind the flats. Each house would have a private garden and the flats would have communal garden arrangements and balconies.

1.7 Scale – The development would have mainly 2 storey houses with a maximum two 2.5 storey height houses for dwellings fronting Arisdale Avenue. The flatted development would range from blocks 2 to 4 storeys high. Block B located in the south west corner of the site would be the 4 storey highest block on site.

1.8 Appearance – Modern contemporary design to reflect continuation of the earlier Phases at this site but with a colour palette different to the previous phases but in accordance with the colour palette options contained within the Design Code.

1.9 Landscaping - The public open space would incorporate a local area of play [LAP] referred to as a pocket park and feature landscaping. Trees are proposed to be planted at locations within the site.

1.10 A summary of the development is as follows:

Height	Flats: mix of 2/3/4-storey, Dwellings 2/2.5 storeys
Site Area (Gross)	2.6ha

Units (All)	Type (ALL)	1- bed	2- bed	3- bed	4 bed	TOTAL																					
	Houses	0	13	38	9	60																					
	Flats	18	34	1	0	53																					
	TOTAL	18	47	41	7	113																					
Affordable Units	<p>The outline permission establishes a mechanism for setting the percentage of affordable housing based upon a minimum of 10% with any increase being assessed through a viability appraisal. The level for this Phase has been assessed pursuant to the s106 agreement and will deliver 10%.</p> <table border="1"> <tr> <td>Type (ALL)</td> <td>1- bed</td> <td>2- bed</td> <td>3- bed</td> <td>TOTAL</td> </tr> <tr> <td>Houses</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Flats</td> <td>0</td> <td>11</td> <td>0</td> <td>11</td> </tr> <tr> <td>TOTAL</td> <td>0</td> <td>11</td> <td>0</td> <td>11</td> </tr> </table>							Type (ALL)	1- bed	2- bed	3- bed	TOTAL	Houses	0	0	0	0	Flats	0	11	0	11	TOTAL	0	11	0	11
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Houses	0	0	0	0																							
Flats	0	11	0	11																							
TOTAL	0	11	0	11																							
Car parking	<p>Flats: 1 allocated space per unit Houses: All three-four bedroom houses have 2 allocated spaces per unit. 13 two-bedroom houses have 1 allocated space Total allocated: 162 (Average of 1.4 per unit) Total Visitor: 14 spaces (Average 0.12 per unit) Total: 176 (1.62 per unit)</p>																										
Amenity Space	Type	2-bed house		3/4bed house																							
	Average	72sq.m		80sq.m																							
	Min	60sq.m		60sq.m																							
	Max	88sq.m		122sq.m																							
Public Open Space	0.5ha																										
Density	44 units per ha																										

2.0 SITE DESCRIPTION

2.1 The site is approximately 2.6 hectares of the 12.69 hectare Former Ford Factory site situated to the northern edge of South Ockendon. The Former Ford Factory was demolished following the granting of outline planning permission in 2011. The site area for Phase 3 roughly measures 137m long by 200m wide and is a vacant area of land with secure fenced boundaries. There is vegetation in the form of small trees and shrubs along the eastern boundary.

- 2.2 Phase 2 of the development is located directly to the south of the site. To the north are commercial uses and a warehouse building, to the east is the branch railway line linking Upminster to Grays, and to the west is Arisdale Avenue and beyond is an area of former quarry land that has since been restored to a more natural state.
- 2.3 South Ockendon railway station is located to the north-east of the site. A pedestrian scissor bridge across the railway line is located 650m to the south of the rail station and connects Ardmore Road to the west with Tamarisk Road to the east. The site is within walking distance of the shops and services within South Ockendon centre at Derwent Parade to the south west and to Ockendon Village centre to the north east.

3.0 RELEVANT HISTORY

Reference	Description	Decision
09/50035/TTGOUT Outline Planning Permission	Demolition of existing buildings and redevelopment of the site for up to 650 residential dwellings, associated car parking, roads, landscaping and public open space. Outline application with all matters reserved except for the points of access to the site'. S106 secured; (A) Affordable housing. (B) Public Open Space and play equipment (C) SUD's Management / Maintenance (D) To pay Phased Financial contributions (E) Highway Scheme - The scheme means works of improvement to Arisdale Avenue. (F) Parking management strategy	Approved 28.04.2011
11/50443/TTGREM Phase 1	Submission of Reserved Matters pursuant to Outline Planning Permission ref: 09/50035/TTGOUT with regard to the creation of 92 no. two, three and four bedroom houses and apartments, plus associated roads, paths, drives, car parking, ancillary structures and landscaping	Approved 29.06.2012
14/00950/REM Phase 2	Submission of Reserved Matters pursuant to outline planning permission 09/50035/TTGOUT for the creation of 185 no. two and three bedroom houses and apartments, plus associated roads, paths,	Approved 17.11.2014

	drives, car parking, ancillary structures and landscaping.	
16/00864/DVOB	Application for a Deed of Modification to the s106 legal agreement in respect of affordable housing obligations for planning permission ref. 09/50035/TTGOUT (as amended by 14/01120/DVOB).	Pending Consideration
16/01617/CONDC	Discharge of condition 4 from approved planning application 09/50035/TTGOUT – Phase 3 dwelling numbers increased to 113 from 99 as Phase 1 was built with less dwellings than originally Phased	Approved 13.01.2017
16/01729/DVOB	Application for identifying the level of affordable housing for compliance with the requirements of the s106 agreement to application 09/50035/OUT (Outline planning permission is sought for demolition of existing buildings and redevelopment of the site for up to 650 residential dwellings, associated car parking, roads, landscaping and public open space. All matters to be reserved except access points into the site)	Pending Consideration
17/00029/NMA	Application for a proposed non-material amendment to remove the requirement for compliance with the Code for Sustainable Homes for Phase 3 of the proposed development (16/01726/REM) as required by condition 8 of planning permission 09/50035/TTGOUT	Pending Consideration

4.0 CONSULTATIONS AND REPRESENTATIONS

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

4.2 ENVIRONMENT AGENCY:

No objection.

4.3 ENVIRONMENTAL HEALTH:

No objection subject to condition

4.4 ESSEX FIRE SERVICE:

No objection.

4.5 HIGHWAYS:

No objection subject to condition

4.6 LANDSCAPE AND ECOLOGY ADVISOR:

No objection.

4.7 WASTE TEAM

No objection.

4.8 PUBLICITY:

This application has been advertised by way of individual neighbour notification letters, press advert and public site notices which has been displayed nearby.

One neighbour letter on response have been received objecting on the following grounds:

- Additional traffic;
- Fibre broadband should be provided before properties are built, all existing properties in Arisdale Place struggle with ADSL.

5.0 POLICY CONTEXT

National Planning Guidance

National Planning Policy Framework (NPPF)

- 5.1 The NPPF was published on 27th March 2012. Paragraph 13 of the Framework sets out a presumption in favour of sustainable development. Paragraph 196 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 197 states that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

5.2 The following headings and content of the NPPF are relevant to the consideration of the current proposals:

- Building a strong, competitive economy
- 4. Promoting sustainable transport
- 6. Delivering a wide choice of high quality homes
- 7. Requiring good design
- 8. Promoting healthy communities
- 10. Meeting the challenge of climate change, flooding and coastal change
- 11. Conserving and enhancing the natural environment.

Planning Practice Guidance

5.3 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 48 subject areas, with each area containing several subtopics. Those of particular relevance to the determination of this planning application comprise:

- Climate change
- Design
- Determining a planning application
- Environmental Impact Assessment
- Flood risk and coastal change
- Health and wellbeing
- Housing – optional technical standards
- Land affected by contamination
- Natural environment
- Noise
- Open space, sports and recreation facilities, public rights of way and local green space
- Planning obligations
- Renewable and low carbon energy
- Transport evidence bases in plan making and decision-taking
- Travel plans, transport assessments and statements in decision-taking
- Use of planning conditions.

Local Planning Policy

Thurrock Local Development Framework (2011)

5.4 The Council adopted the “Core Strategy and Policies for the Management of Development Plan Document” in December 2011. The following Core Strategy policies apply to the proposals:

Spatial Policies:

- CSSP1 (Sustainable Housing and Locations)
- CSSP3 (Sustainable Infrastructure)
- OSDP1 (Promotion of Sustainable Growth and Regeneration in Thurrock)¹

Thematic Policies:

- CSTP1 (Strategic Housing Provision)
- CSTP2 (The Provision Of Affordable Housing)
- CSTP15 (Transport in Greater Thurrock)³
- CSTP18 (Green Infrastructure)
- CSTP19 (Biodiversity)
- CSTP20 (Open Space)
- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)²
- CSTP25 (Addressing Climate Change)²
- CSTP26 (Renewable or Low-Carbon Energy Generation)²
- CSTP27 (Management and Reduction of Flood Risk)²

Policies for the Management of Development:

- PMD1 (Minimising Pollution and Impacts on Amenity)²
- PMD2 (Design and Layout)²
- PMD5 (Open Spaces, Outdoor Sports and Recreational Facilities)³
- PMD7 (Biodiversity, Geological Conservation and Development)²
- PMD8 (Parking Standards)³
- PMD9 (Road Network Hierarchy)
- PMD12 (Sustainable Buildings)²
- PMD13 (Decentralised, Renewable and Low Carbon Energy Generation)
- PMD15 (Flood Risk Assessment)²
- PMD16 (Developer Contributions)²

[Footnote: ¹New Policy inserted by the Focused Review of the LDF Core Strategy. ²Wording of LDF-CS Policy and forward amended either in part or in full by the Focused Review of the LDF Core Strategy. ³Wording of forward to LDF-CS Policy amended either in part or in full by the Focused Review of the LDF Core Strategy].

- 5.5 This Review was commenced in late 2012 with the purpose to ensure that the Core Strategy and the process by which it was arrived at are not fundamentally at odds with the NPPF. There are instances where policies and supporting text are recommended for revision to ensure consistency with the NPPF. The Review was submitted to the Planning Inspectorate for independent examination in August 2013. An Examination in Public took place in April 2014. The Inspector concluded that the amendments were sound subject to recommended changes. The Core Strategy and Policies for Management of Development Focused Review: Consistency with National Planning Policy Framework Focused Review was adopted by Council on the 28th February 2015.

Draft Site Specific Allocations and Policies DPD

- 5.6 This Consultation Draft “Issues and Options” DPD was subject to consultation commencing during 2012. The Draft Site Specific Allocations DPD ‘Further Issues and Options’ was the subject of a further round of consultation during 2013. The Planning Inspectorate is advising local authorities not to continue to progress their Site Allocation Plans towards examination whether their previously adopted Core Strategy is no longer in compliance with the NPPF. This is the situation for the Borough.

Thurrock Core Strategy Position Statement and Approval for the Preparation of a New Local Plan for Thurrock

- 5.7 The above report was considered at the February meeting 2014 of the Cabinet. The report highlighted issues arising from growth targets, contextual changes, impacts of recent economic change on the delivery of new housing to meet the Borough’s Housing Needs and ensuring consistency with Government Policy. The report questioned the ability of the Core Strategy Focused Review and the Core Strategy ‘Broad Locations & Strategic Sites’ to ensure that the Core Strategy is up-to-date and consistent with Government Policy and recommended the ‘parking’ of these processes in favour of a more wholesale review. Members resolved that the Council undertake a full review of Core Strategy and prepare a new Local Plan

Thurrock Local Plan

- 5.8 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 withan Issues and Options (Stage 1) document and simultaneously undertook a ‘Call for Sites’ exercise. It is currently anticipated that consultation on an Issues and Options (Stage 2 Spatial Options and Sites) document will be undertaken in the Autumn of 2017.

6.0 ASSESSMENT

6.1 The assessment below covers the following areas:

- I. Principle of the Development
- II. Access, Parking and Highway Safety
- III. Layout, Site Coverage and Density
- IV. Scale and Design
- V. Open Space, Landscaping and Amenity Space
- VI. Housing Mix and Affordable Housing
- VII. Noise and Vibration
- VIII. Effect on Neighbouring Properties
- IX. Refuse/Recycling Facilities
- X. Other Matters

I. PRINCIPLE OF THE DEVELOPMENT

6.2 The principle of the residential development on the Former Ford Factory site for up to 650 residential units to which this land parcel forms part of was established through an outline planning permission granted in 2011. The outline permission was subject to a number of planning conditions which require information to be provided for the reserved matters including the Design Code [condition 3], which are assessed below.

6.3 Members are advised that the outline consent was also subject to a planning obligation which secured financial contributions towards education facilities, community facilities, healthcare improvements, highway works, station accessibility improvements and sport and recreation, in addition to affordable housing. It is not possible to revisit the terms of the s.106 through the assessment of this application; this application seeks approval only for the matters that were reserved at the outline stage.

II. ACCESS, PARKING AND HIGHWAY SAFETY

6.4 The main vehicular access was approved as one of the four accesses from the outline permission. For Phase 3 this access would be formed leading to a road referred to on the plans as 'Main Street' and all other vehicle access points within the site would link to. There would also be vehicular access via Phase 2 to the south and in the future from Phase 4 to the north.

6.5 Two of the key design parameter requirements of condition 2 of the outline permission are to ensure vehicle movements in a hierarchical approach, and to

create pedestrian and cycle network routes through the site. This allows for connections to the existing footbridge across the railway line to the east, which falls within the Phase 2 area.

- 6.6 Condition 13 of the outline permission and the approved Design Code requires highway details for consideration with the reserved matters. The road to the western side of the public open space is referred to as 'Park Street' on the plans and this road would link to 'Main Street' and would form the main vehicular route running in a north-south direction. There is another through road following a north-south direction known as 'Mews Court' on the plans but this is likely to be a road with lower usage road in the hierarchical road approach and this road would be finished with a shared surface finish to allow pedestrian and vehicle movements. A choice of pedestrian routes throughout Phase 3 is shown on the plans with one of the routes passes through the public open space. Cyclists would have the choice of using the road network or pedestrian routes through the development. The road typologies generally accord with the Design Code requirements and the layout plan shows acceptable access arrangements for pedestrians and other road users to comply with the requirements of the conditions of the outline planning permission and policy PMD9.
- 6.7 In terms of surface finishes, all roads within the site would have a red coloured block paving apart from the bellmouth junction with Arisdale Avenue. The parking courts and private driveways would also have a grey coloured block paved surface finish. The details of the external street lighting, street furniture, signage, estate road construction and geometry, and drainage are acceptable. At the time of writing this report the applicant had provided additional technical information in relation to visibility splays which was being considered by the Council's Highway Officer. In the event that this information has any significant impact upon the layout of scheme Members will be updated.
- 6.8 Turning to parking, condition 13, 17 and a clause in the s103 agreement of the outline permission requires parking details and a parking strategy to be provided with the reserved matters. Design Code 'pr6' [parking arrangements] requires a minimum of 1.3 car off street parking spaces per dwelling, which is different to the Council's draft Parking Standards. The proposed parking provision for this development would be at least 1 parking space per dwelling. All flats would have 1 parking space and all houses would have either 1 or 2 spaces, depending on the house size i.e. 3 and 4 bedroom units have 2 off street parking spaces. The proposal includes 14 visitor parking spaces and in total there are 176 parking spaces with 162 parking spaces for 113 dwellings which complies with the Design Code requirement. Details of the proposed parking management strategy are required through condition 17 to the outline permission and the 'Planning Statement' details that a management company would operate and enforce a

permit system for parking on any parking courts or estate roads, and would ensure visitor parking spaces are not used by residents.

- 6.9 For cycle parking, condition 16 of the outline permission requires details to be provided with the reserved matters and Design Code 'pr4' [cycle parking/storage] requires on plot cycle parking facilities and cycle parking facilities within the public realm. The proposal would provide for 1 cycle space per dwelling and 15 cycle parking spaces for visitors. A dedicated parking storage area would be provided in each block of flats and each dwelling would have room for cycle parking to be provided, for example within a garden shed. Cycle parking racks would be provided adjacent to the 'pocket park' local area of play [LAP] within the main area of public open space. All of these arrangements are considered acceptable.

III. LAYOUT, SITE COVERAGE AND DENSITY

- 6.10 The layout and site coverage of this phase of development is required to meet a number of requirements as set out in the conditions of the outline permission and the Design Code. For this phase of development the plans show that the proposal would follow the street block structure as required through the Design Code 'bf1' [block typologies], would provide a range of frontage types as required through Design Code 'bf4' [frontage typologies] and a gateway typology, in terms of the two blocks of flats at the 'T' junction with Arisdale Avenue, as required through Design Code 'bf5' [gateway typologies]. The layout plan shows that dwellings have been carefully considered with regard to their corner treatment to meet Design Code 'bf8' [corner treatment]. The layout shows consideration of wayfinding and legibility through the site. The overall layout of the development is considered acceptable with regard to policies CSTP22 and PMD2.
- 6.11 Design Code 'bf1' [block typologies] also refers to density with the western side of the site required to have the higher density levels. The 'Planning Statement' demonstrates that the density range varies from 40-55 dwellings per hectare (dph) to the eastern side of the site to 55 – 70 dph to the western side of the site. The proposed development for this phase meets the density requirements of the Design Code and the site would have a density of 44 dph which is also acceptable with regard to policy PMD2.

IV. SCALE AND DESIGN

- 6.12 The scale for this phase of development this needs to be assessed with regard to the conditions from the outline permission and the Design Code. The Design and Access Statement from the outline permission, which is subject of the requirements of condition 2 sets out the maximum building heights and for this phase of development the proposed layout shows the building heights would accord with

these requirements which allow for a height range up to 4 storeys. The only exception is the flatted development of Block A located towards the eastern side of the site, which is up to 3 storeys in height instead of 2.5 storeys. However, within the wording of condition 2 there is an allowance for any such revisions and the 0.5 storey height increase is considered acceptable in this location, and this would help create a focal point to help identify the park area within this phase of development and within the entire development once built out.

- 6.13 The design and appearance of this phase of development seeks to continue the form and massing levels of the earlier phases of development. The overall design follows a simple contemporary form. Some of the design features include gable ends with a projecting parapet roof feature, bay windows, feature brickwork detailing and the use of vertical weatherboarding, generous sized fenestration openings recessed within the brickwork with soliders coursing above windows, uniformity and rhythm would be created through the repetition of the matching front entrance doors and porch roof canopies.
- 6.14 Design Code 'tp1' [colour and materials palettes] requires each phase of development to adopt a specific colour palette. The range of colour palettes are based on inspiration of the sites former use as a car factory and the colour schemes follow the colours offered for the production of the original Ford Escort. Phase 1 adopted the blue colour palette and Phase 2 the orange colour palette with both being evident in the built form. The colour palette for this phase seeks to follow the green colour palette with green and grey weatherboarding to be used as part of the design feature detailing on some of buildings and green coloured front entrance doors to each building. The proposed green palette provides a subtle but distinct finish to the appearance of the buildings.
- 6.15 In terms of the various Design Codes referenced in the above section the elevations show a range of frontage types 'bf4', building heights 'bf3', gateway typologies 'bf5', building lines and projections 'bf7', corner treatments 'bf8', elevational composition 'bf9', as well as consideration of the placement of entrances 'bf10', which are acceptable.
- 6.16 Condition 8 of the outline permission requires sustainable design and construction for each phase of development. For this phase a rainwater harvesting plan [to also comply with condition 28] would be provided for each dwelling. Each block of flats would have photovoltaic panels installed within the roof for electricity and hot water provision. Internally low energy lighting, efficient heating systems and fibre broadband would be installed. Sustainable construction methods would be used to minimise waste, reduce transport costs, and manage surface water. These details would accord with the requirements of policies PMD12 and PMD13 for sustainable

development and the use of renewable energy sources. To accord with policy CSTP1 all dwellings would be built to meet 'Lifetime Home' standards including 3 dwellings with full wheelchair access.

- 6.17 One of the requirements of condition 11 of the outline permission is for boundary treatment details to be provided with the reserved matters. Design Code 'pr3' [edges, boundaries and thresholds] provide criteria for types of boundary treatment and heights of boundary treatment. A mix of boundary treatment is proposed including 1.8m high close boarded fencings between gardens for rear and side boundaries, and for areas within the public realm 1.1m high railings, and dwarf walls with railings and brick piers are proposed to the front of some dwellings/flats with additional landscaped treatment including grass/hedge/shrub planting planted behind the boundary in the front garden area. Side boundaries onto the highway would have 1.8m high brick walls with brick piers. The proposed boundary treatment generally accords with the Design Code 'pr3' [edges, boundaries and thresholds] and matches the boundary treatment used on the earlier phases.
- 6.18 For scale and design proposal accords with the requirements of the outline permission and the Design Code with certain exceptions justified to accord with policies CSTP22 and PMD2.

V. OPEN SPACE, LANDSCAPING AND AMENITY SPACE

- 6.19 Conditions 2 [f] and 5 of the outline permission requires a series of public open spaces throughout the overall development and the land use plan contained within the Design and Access Statement to the outline permission shows the largest area of public open space would fall within this Phase 3 development. In accordance with this requirement, a clause within the s106 agreement to the outline permission, and the requirement of Design Codes 'pr7' [parks and green spaces] 'pr8' [park design briefs] and 'pr9' [play spaces] the layout plan for Phase 3 would provide 0.5 hectares of public open space and would contain a Local Area of Play [LAP] comprising of play equipment including a swing and a multi play unit incorporating a slide and climbing equipment. The public open space would incorporate raised mounds on three sides where tree planting is proposed. An area of levelled green open space would be provided centrally and a path would run along the western side of this area in a north to south direction linking to the LAP.
- 6.20 Condition 11 of the outline permission requires specific landscaping details to be provided with the reserved matters for each phase of development. The public open space would contain the majority of trees for this Phase 3 development but there are street trees proposed along the 'main street' into the site and within each of the parking court areas for the flats within the site. The provision of trees is

necessary for meeting the requirement of Design Code 'pr10' [street trees]. In addition to trees the development would incorporate soft landscaping in the form of grass, long mown amenity grass within the public open space to encourage and enhance biodiversity/ecology and a series of different height hedges with 0.5m high hedges sitting behind railings to the front boundaries for the majority of houses and flats. The hard landscaping arrangement proposes buff coloured paving slabs for the paths to the front entrances, a series of different block paving arrangements and colours for roads and parking areas, and railings and low brick wall front boundary treatment, all of these features would match those used within the earlier phases of development to the south.

- 6.21 Design Code 'bf13' [garden sizes and private amenity] stipulates the requirements for the development. A 'garden sizes plan' has been provided which demonstrates that each house would have at least 60m² and some houses would have more than 80m². Additional amenity space through balcony provision is proposed for two properties that front the area of public open space and this continues an approach used in the earlier phases of the development and is identified as a requirement of Design Code 'bf13'. Each flat would have a balcony and/or an area which can be used for communal amenity space. Whilst some of the balconies marginally fall below the advisory size requirements stipulated in Design Code 'bf13' but for this phase all dwellings would be within close proximity of the public open space, which would provide an additional alternative to private amenity space communal gardens and balconies.
- 6.22 In addition to the compliance requirements of the outline permission and the Design Codes the open space, landscaping and amenity space provision are considered acceptable with regard policies CSTP18, CSTP20 and PMD2.

VI. HOUSING MIX AND AFFORDABLE HOUSING

- 6.23 Condition 7 of the outline permission specifies the housing mix for the totality of the development to create a balanced community and housing supply but does allow for some variation through the phased reserved matters. The latest [May 2016] Strategic Housing Marketing Assessment [SHMA] is a material consideration and sets out the housing need and mix requirements for the Borough but also the wider context of South Essex. The SHMA identifies the need for 3 bedroom semi-detached and terraced houses and 1 and 2 bedroom flats. This phase of development would provide both family dwellings and flatted development as needed in the SHMA and to comply with policy CSTP1. For this phase of development it is important to continue the identified housing mix with more houses [53%] than flats [47%] to meet the requirements of condition 7 and the approved Phasing Plan as more flats would be provided in the future final Phase 5 to ensure a balanced community is provided.

- 6.24 The level of affordable housing will be agreed in accordance with the s106 agreement requirements to the outline permission and is therefore a separate matter not for consideration with this reserved matters application. However for Members information, the level of affordable housing is likely to be around 10% for this phase of development which would meet with the minimum requirements of the s106. The 'Tenure Strategy Plan' identifies the location of the affordable housing and shows that there would be 11 flatted units with 8 units in Block B and 5 units in Block D. These would be a mix of social rented and shared ownership units.

VII. NOISE AND VIBRATION

- 6.25 Condition 10 of the outline permission requires a scheme for noise insulation of the proposed dwellings including mitigation measures. A 'Noise and Vibration Assessment' has been provided and in terms of the 'noise environment' Arisdale Avenue, the railway line to the eastern site boundary and nearby industrial uses to the north provide differing noise sources. The layout of this phase of development continues the alignment of dwellings along Arisdale Avenue from Phases 1 and 2 and with regard to the railway proposes a buffer zone within the site between the railway boundary and boundaries of residential properties. The nearest dwelling would be plot 89 which has a side elevation with no openings approximately 10m from the nearest railway tracks. There are five plots which have rear gardens backing onto the buffer zone but again these are approximately 10m from the nearest railway tracks. These arrangements are similar to those approved for Phase 2 to the south. The noise report outlines mitigation measures for noise, vibration and ventilation. The Council's Environmental Health Officer (EHO) has raised no objection to the application but has requested the developer confirms the mitigation measures to be provided as a condition because the 'Noise and Vibration Assessment' does not provide glazing and ventilation specifications for all the properties that would be affected by noise sources. Such details are required to ensure the amenities of future residents are not subject to noise disturbance, in accordance with policy PMD1.

VIII. EFFECT ON NEIGHBOURING PROPERTIES

- 6.26 Design Code 'bf12' [privacy and back to back distances] requires a 22m distance back to back distance from habitable rooms to avoid unnecessary privacy intrusion. The majority of this phase of development would meet this requirement as the layout of the development has been considered to avoid any loss of privacy for future occupiers. The only exception is where this distance is marginally below this requirement at approximately 18-19m in between plots 76 and 77 to plots 71 and 72. The internal layout of these properties has been carefully considered to avoid having multiple habitable rooms to the rear at first floor level but each dwelling would have their third bedroom on the rear. However, the orientation of these dwellings would be slightly angled to ensure they are sited in a direct parallel back

to back setting. Because of this and the distance between each of these dwellings it is considered that an exception can be made to the Design Code requirement in this instance.

- 6.27 The layout shows there would be no side windows to habitable rooms overlooking neighbouring sites and only those dwellings which have a side elevation facing into the public realm would have side windows as secondary window arrangements to habitable rooms.
- 6.28 The layout of the development with houses and flats fronting onto the internal road network around the public open space would provide a level of natural surveillance to comply with Design Code 'pr2' [overlooking of public spaces] and would provide an attractive outlook for future residents of these properties.
- 6.29 The nearest existing neighbouring properties are those located in Phase 2 to the south of the site and where buildings front onto a streetscene. The proposal would be acceptable with regard neighbouring impact and policies PMD1 and PMD2.

IX. REFUSE/RECYCLING FACILITIES

- 6.30 Condition 25 of the outline permission requires refuse details to be provided with the reserved matters along with Design Code 'pr5' [bin storage/recycling] which identifies that access needs to be provided for refuse/recycling purposes. A 'Refuse Strategy Plan' shows that each dwelling would have room for refuse/recycling provision and for the flatted development such facilities would either be provided within the ground floor arrangements of the flats or in an individual outbuilding [for Block A]. The Council's Waste Officer has confirmed that the refuse plan is acceptable with all refuse/recycling facilities being within 20m distance for the collection vehicles to comply with policy PMD2.

X. OTHER MATTERS

- 6.31 Details of road junction construction, the construction environmental management plan, surface and foul water for this phase of development will be subject to a separate application process to discharge the relevant planning conditions from the outline permission.
- 6.32 Unless removed by way of planning condition, the proposed dwellings would benefit from permitted development rights which include the ability to build limited extensions and outbuildings, and undertake alterations in certain circumstances. Whilst the exercise of permitted development rights for extensions and outbuildings would reduce the amount of garden area, it is considered that this is a matter of choice for the individual householder and, therefore, it is not recommended that

these rights be removed in this instance, which in terms of consistency follows the same approach taken with phases 1 and 2.

7.0 CONCLUSIONS AND REASON(S) FOR APPROVAL

7.1 This proposal would bring forward the third phase of development at this site and would provide a range of housing needed for this area. The development on previously developed land would contribute 113 units to the Council's 5 year housing land supply in terms of paragraph 47 of the NPPF and towards the housing requirements identified in Core Strategy policies CSSP1 and CSTP1. The proposal has been subject to negotiation with officers to ensure that a high quality design to the development is brought forward to ensure compliance with the Design Code for the site and policies CSTP22, PMD2, and continuing the evolution of this wider development in light of the earlier phases in creating character and distinctiveness in this location to reflect the requirements of policy CSTP23. The proposal would also provide an area of public open space and a local area of playspace for the benefit of occupiers and local people.

7.2 The application has been subject to a consultation and publicity process and all material considerations relevant to this reserved matters application have been assessed and are considered acceptable with regard to compliance with the conditions of the outline permission and the Design Code, as well as the requirements of the NPPF and Core Strategy policies.

8.0 RECOMMENDATION

8.1 That the Reserved Matters be Approved, subject to the following conditions:

In accordance with the plans

1. The development hereby permitted shall be carried out in complete accordance with the approved drawings specifically referenced on this decision notice as well as the submitted detailed specifications.

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the details as approved.

Visibility Splays

2. Prior to occupation of this phase of development the visibility splays shown on the approved plans shall be implemented with no obstruction to visibility above ground level when measured from the level of the adjoining kerb. The visibility splays shall be retained and maintained clear of obstruction at all times thereafter.

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

Parking Provision – as shown on the approved plans

3. Each dwelling hereby permitted for this phase of development shall not be first occupied/provided with connection to utility services until such time as the vehicle and cycle parking areas shown on the approved plans, including any parking spaces for the mobility impaired, has been constructed, hard surfaced, sealed and marked out as shown on the approved plans. The vehicle and cycle parking area(s) shall be retained in this form at all times thereafter. With the exception of the visitor vehicle and cycle parking areas shown on the plans the vehicle and cycle parking area(s) shall not be used for any purpose other than the parking of vehicles and cycles for the approved development.

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

Parking Management Strategy

4. Upon first occupation of this phase of development the Parking Management Strategy shall be implemented in accordance with the details specified in paragraph 6.54 of the 'Planning Statement' dated December 2016 and the 'Parking Strategy Plan' drawing reference 1305-D-1204, unless otherwise agreed in writing with the local planning authority.

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

Implementation of the 'Landscape Scheme'

5. The 'Landscape Scheme', as defined in condition 11 of the outline planning permission [reference 09/500035/TTGOUT], shall be implemented prior to first occupation of this phase of development.

Reason: To ensure that the proposed development is satisfactorily integrated with its immediate surroundings, enables high quality design, incorporates measures to promote biodiversity in accordance with the

Extended Phase 1 Habitat Survey and that adequate provision is made for open space and play equipment in the interests of the amenity of future occupiers. To accord with policies CSTP18, CSTP19, CSTP20, PMD2, PMD5 and PMD7 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

Noise mitigation

6. Prior to the commencement of this phase of development details of the measures to mitigate the impact of noise upon private amenity spaces and habitable rooms shall be submitted to and agreed in writing with the Local Planning Authority. The details shall include the specification of the glazing for the windows and ventilation serving habitable rooms, and noise mitigating boundary treatment for private gardens, for all dwellings facing Arisdale Avenue and the Railway to achieve BS8233:2014. The noise mitigation measures shall be implemented as approved.

Reason: To ensure a 'good' internal noise standard in accordance with BS8233:2014 is achieved for the amenities of the future occupiers of dwellings facing Arisdale Avenue and the Railway in accordance with policies PMD1 and PMD2 of the Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

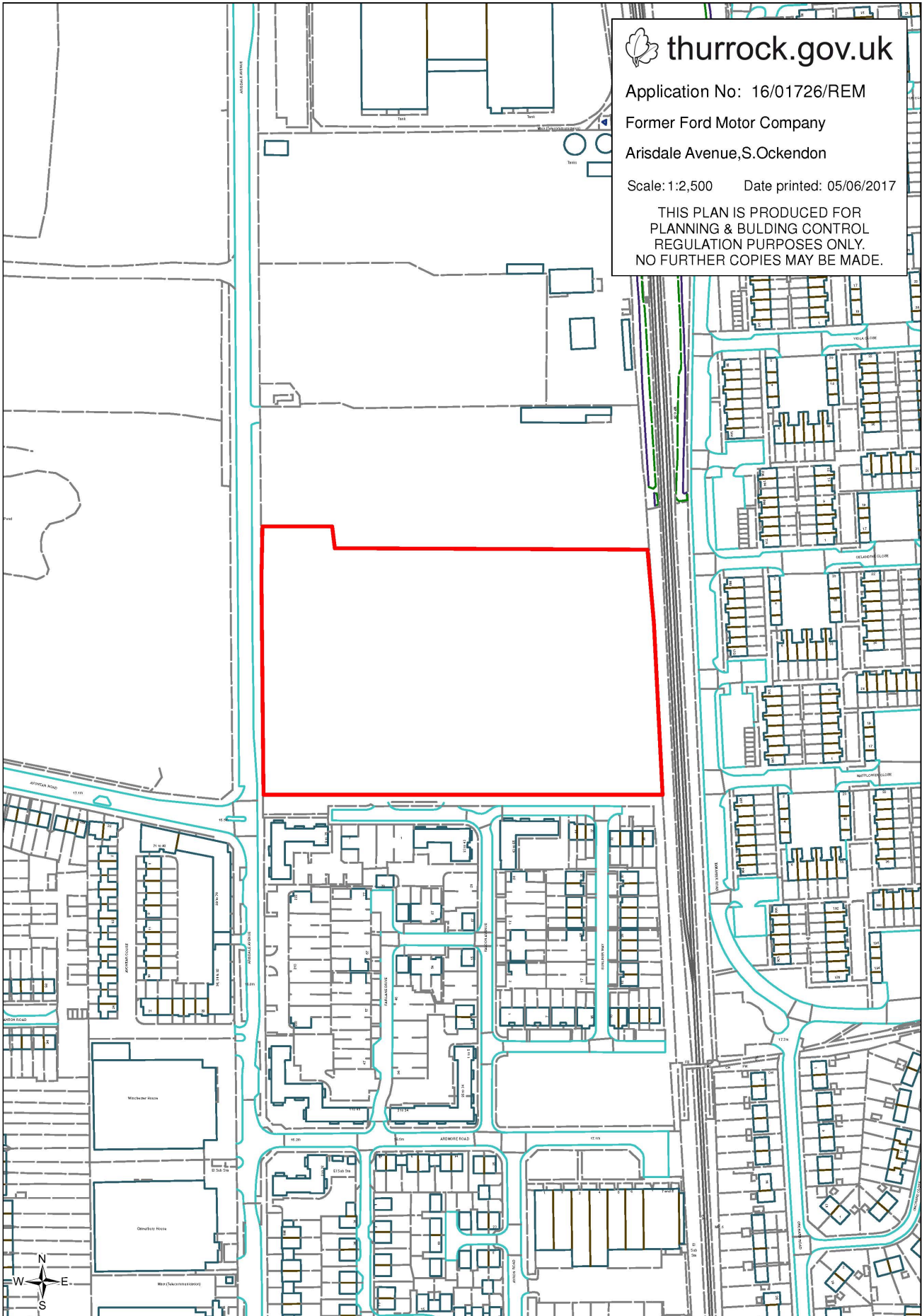
Positive and proactive statement

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant/Agent, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has assessed the proposal in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Documents:

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

www.thurrock.gov.uk/planning



 **thurrock.gov.uk**

Application No: 16/01726/REM

Former Ford Motor Company

Ardsdale Avenue, S. Ockendon

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