

<p><b>Reference:</b> 18/00308/REM</p>	<p><b>Site:</b> Former Ford Motor Company Arisdale Avenue South Ockendon Essex RM15 5JT</p>
<p><b>Ward:</b> Ockendon</p>	<p><b>Proposal:</b> Approval of reserved matters (layout, scale, appearance, landscaping and internal access) for Phase 4 and 5 of the Arisdale Avenue development (LPA Application Ref. 09/50035/TTGOUT), comprising the construction of 230 residential dwellings, new public open space, car parking and associated infrastructure works.</p>

<b>Plan Number(s):</b>		
Reference	Name	Received
XX-00-DR- A- -09000	Location Plan	24th February 2018
XX-00-DR- A- -09001	Proposed Site Layout	24th February 2018
XX-00-DR- A- -09002	Proposed Plans	24th February 2018
XX-00-DR- A- -09003	Proposed Plans	24th February 2018
XX-00-DR- A- -09004	Proposed Plans	15th May 2018
XX-00-DR- A- -09005	Proposed Plans	24th February 2018
XX-00-DR- A- -09006	Proposed Plans	24th February 2018
XX-00-DR- A- -09007	Proposed Plans	24th February 2018
XX-00-DR- A- -09008	Proposed Plans	24th February 2018
XX-00-DR- A- -09009	Proposed Plans	24th February 2018
XX-00-DR- A- -09010	Proposed Plans	24th February 2018
XX-00-DR- A- -09011	Proposed Plans	15th May 2018
XX-00-DR- A- -09012	Proposed Plans	24th February 2018
XX-00-DR- A- -09013	Proposed Site Layout	24th February 2018
XX-00-DR- A- -09020	Proposed Elevations	24th February 2018
XX-00-DR- A- -09021	Proposed Elevations	24th February 2018
XX-00-DR- A- -09022	Proposed Elevations	24th February 2018
XX-00-DR- A- -09023	Proposed Elevations	24th February 2018
01-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
01-ZZ-DR- A- -10002	Proposed Floor Plans	24th February 2018
01-ZZ-DR- A- -10003	Proposed Floor Plans	24th February 2018

01-ZZ-DR- A- -10004	Proposed Plans	15th May 2018
01-ZZ-DR- A- -20001	Proposed Plans	24th February 2018
02-ZZ-DR- A- -10001	Proposed Plans	24th February 2018
02-ZZ-DR- A- -10002	Proposed Plans	24th February 2018
02-ZZ-DR- A- -20001	Proposed Plans	24th February 2018
03-ZZ-DR- A- -10001	Proposed Plans	24th February 2018
03-ZZ-DR- A- -10002	Proposed Plans	24th February 2018
03-ZZ-DR- A- -20001	Proposed Plans	24th February 2018
04-ZZ-DR- A- -10001	Proposed Plans	24th February 2018
04-ZZ-DR- A- -20001	Proposed Plans	24th February 2018
04-ZZ-DR- A- -20002	Proposed Plans	24th February 2018
01-ZZ-DR- A- -10001	Proposed Plans	24th February 2018
01-ZZ-DR- A- -10002	Proposed Plans	24th February 2018
01-ZZ-DR- A- -10003	Proposed Plans	24th February 2018
01-ZZ-DR- A- -10004	Proposed Plans	24th February 2018
02-ZZ-DR- A- -10001	Proposed Plans	24th February 2018
02-ZZ-DR- A- -10002	Proposed Plans	24th February 2018
02-ZZ-DR- A- -20001	Proposed Plans	24th February 2018
03-ZZ-DR- A- -10001	Proposed Plans	24th February 2018
03-ZZ-DR- A- -10002	Proposed Plans	24th February 2018
03-ZZ-DR- A- -20001	Proposed Plans	24th February 2018
04-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
04-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
04-ZZ-DR- A- -20002	Proposed Elevations	24th February 2018
05-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
05-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
06-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
06-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
06-ZZ-DR- A- -20002	Proposed Elevations	24th February 2018
07-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
07-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
07-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
08-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
08-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
09-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
09-ZZ-DR- A- -20002	Proposed Elevations	24th February 2018
10-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
09-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
10-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018

10-ZZ-DR- A- -20002	Proposed Elevations	24th February 2018
12-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
12-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
13-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
13-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
13-ZZ-DR- A- -20002	Proposed Elevations	24th February 2018
14-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
14-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
15-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
15-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
16-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
16-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
16-ZZ-DR- A- -20002	Proposed Elevations	24th February 2018
17-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
17-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
17-ZZ-DR- A- -20002	Proposed Elevations	24th February 2018
18-ZZ-DR- A--10001	Proposed Floor Plans	24th February 2018
18-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
18-ZZ-DR- A- -20002	Proposed Elevations	24th February 2018
19-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
19-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
20-ZZ-DR- A--10001	Proposed Floor Plans	24th February 2018
20-ZZ-DR- A--20001	Proposed Elevations	24th February 2018
21-ZZ-DR- A -10001	Proposed Floor Plans	24th February 2018
21-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
21-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
XX-ZZ-DR- A--40001	Proposed Plans	24th February 2018
XX-ZZ-DR- A- -40002	Proposed Plans	24th February 2018
XX-ZZ-DR- A--40003	Proposed Plans	24th February 2018
XX-ZZ-DR- A- -40005	Proposed Floor Plans	24th February 2018
XX-XX-DR- A- -V0001	Proposed Plans	24th February 2018
XX-XX-DR- A- -V0002	Proposed Plans	24th February 2018
XX-XX-DR- A- -V0003	Proposed Plans	24th February 2018
XX-XX-DR- A- -V0004	Proposed Plans	24th February 2018
2044 02 C	Proposed Plans	24th February 2018
2044 03 B	Proposed Plans	24th February 2018
2044 04 B	Proposed Plans	24th February 2018
2044 05 B	Proposed Plans	24th February 2018
2044 06 B	Proposed Plans	24th February 2018

2044 07 C	Proposed Plans	24th February 2018
2044 08 C	Proposed Plans	24th February 2018
DR-C-05001-P08 8	Other	24th February 2018
DR-C-05002-P02 2	Other	24th February 2018
DR-C-90001-P05 5	Other	24th February 2018
DR-C-90002-P04 4	Other	24th February 2018
DR-X-91001-P02 2	Other	24th February 2018
DR-C-91002-P07 7	Other	24th February 2018
DR-C-91003-P04 4	Other	24th February 2018
DR-C-91004-P06 6	Other	24th February 2018
DR- S-01003-P01 1	Other	24th February 2018
DR-C-95001-P03 3	Other	4th May 2018
DR-C-95002-P03 3	Other	24th February 2018
DR-C-95003-P02 2	Other	24th February 2018
DR-C-95004-P02 2	Other	24th February 2018
DR-C-95101-P04 4	Other	24th February 2018
DR-C-95105-P05 5	Other	24th February 2018
DR-C-95102-P04 4	Other	24th February 2018
DR-C-95103-P04 4	Other	24th February 2018
DR-C-95104-P06 6	Other	24th February 2018
DR-C-95106-P04 4	Other	24th February 2018
DR-C-95107-P04 4	Other	24th February 2018
DR-C-95108-P04 4	Other	24th February 2018
DR-X-95109-P05 5	Other	24th February 2018
DR-C-95201-P02 2	Other	4th May 2018
DR-C-72001-P06	Other	4th May 2018
DR-D-72002-P011	Other	24th February 2018
2376-D-01 A	Other	24th February 2018

The application is also accompanied by:

- Planning Statement
- Drainage Strategy
- Landscape Maintenance Schedule
- Lighting Report
- Noise Report
- Transport Statement

**Applicant:**

St Modwen Homes Ltd

**Validated:**

27 February 2018

**Date of expiry:**

	15 June 2018
<b>Recommendation:</b> Approve, subject to conditions.	

This application is scheduled for determination by the Council’s Planning Committee because the application is considered to have significant policy or strategic implications (in accordance with Part 3 (b) Section 2 2.1 (a) of the Council’s constitution).

## 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 and are occupied, and construction has commenced on Phase 3 [113 residential units].
  
- 1.3 This application relates to Phases 4 and 5 which are proposed to be constructed at the same time and comprise 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 230 dwellings [houses and flats], plus associated roads, paths, drives, car parking, ancillary structures, public open space and landscaping.
  
- 1.4 A summary of the development is as follows:

<b>Height</b>	Flats: mix of 4/5-storey, Dwellings 2/3 storeys						
<b>Site Area (Gross)</b>	4.71ha						
<b>Units (All)</b>	<b>Type (ALL)</b>	<b>1-bed</b>	<b>2-bed</b>	<b>3-bed</b>	<b>4-bed</b>	<b>5-bed</b>	<b>TOTAL</b>
	Houses	0	25	32	51	3	111
	Flats	33	86				119
	<b>TOTAL</b>	<b>33</b>	<b>111</b>	<b>32</b>	<b>51</b>	<b>3</b>	<b>230</b>
<b>Affordable Units</b>	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						

	<p>a viability appraisal. The level for this Phase has been assessed pursuant to the s106 agreement and will deliver 10%.</p> <table border="1"> <thead> <tr> <th>Type (ALL)</th> <th>1-bed</th> <th>2-bed</th> <th>3-bed</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>Houses</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Flats</td> <td>7</td> <td>15</td> <td>0</td> <td>22</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>7</b></td> <td><b>16</b></td> <td><b>0</b></td> <td><b>23</b></td> </tr> </tbody> </table>	Type (ALL)	1-bed	2-bed	3-bed	TOTAL	Houses	0	0	0	0	Flats	7	15	0	22	<b>TOTAL</b>	<b>7</b>	<b>16</b>	<b>0</b>	<b>23</b>
Type (ALL)	1-bed	2-bed	3-bed	TOTAL																	
Houses	0	0	0	0																	
Flats	7	15	0	22																	
<b>TOTAL</b>	<b>7</b>	<b>16</b>	<b>0</b>	<b>23</b>																	
<b>Car parking</b>	<p>Flats: 1 allocated space per unit in parking courtyards                  Houses: All three-four-five bedroom houses would have 2 allocated spaces per unit. All two-bedroom houses would have 1 allocated space per unit. All spaces would be either on plot, within on plot garages or with allocated on street parking bays.                  Total allocated: 314 (Average of 1.4 per unit)                  Total Visitor: 34 spaces (Average 0.15 per unit)                  Total: 352 (1.53 per unit)</p>																				
<b>Amenity Space</b>	<p>Minimum 60 sq.m                  Average between 70 sq.m to 90 sq.m                  Maximum 175 sq.m</p>																				
<b>Public Open Space</b>	0.32ha																				
<b>Density</b>	49 units per ha for the whole site																				

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

1.6 **Access:** Vehicular access to the whole of the former Ford site was approved with the outline permission; principally four points of access along Arisdale Avenue and one of these provides the vehicle access into land identified through the outline permission as the Phase 5 site, which forms part of this application. The layout plan shows the proposed road and pedestrian layout within the site and identifies three road/pedestrian connections into Phase 3 to the south. A dedicated ‘Secondary Street’ pedestrian access would be provided towards the south part of Phase 4.

1.7 **Layout:** The layout broadly follows the illustrative Masterplan from the outline permission and features street blocks comprising houses and flats, areas of public open space, roads and footways. The flatted development is proposed to be located towards the northern boundary of the site with houses to the south of this, linking in with Phase 3 housing areas. Each house would have off street car parking or within an off street parking arrangement. The flats would have car

parking arrangements in parking courts mainly behind the flats. Each house would have a private garden and flats would have balconies.

- 1.8 **Scale:** The development would have mainly 2 to 3 storey houses, and the flats would range between 4 and 5 storeys high.
- 1.9 **Appearance:** Modern contemporary design to reflect continuation of the earlier phases at this site.
- 1.10 **Landscaping:** The public open space would be 0.32 hectares and would incorporate a local area of play [LAP] of 0.03 hectares with associated landscaping. Trees are proposed to be planted at locations within the site.

**2.0 SITE DESCRIPTION**

- 2.1 The site is approximately 4.72 hectares of the 12.69 hectare Former Ford Factory wider 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 4 roughly measures 220m long by 200m wide and is a vacant flat area of land that has been prepared for development and has secured fenced boundaries.
- 2.2 Phase 3 of the development is located directly to the south of the site. To the north is 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 PLANNING HISTORY**

3.1 The following table provides the relevant planning history:

Reference	Description	Decision
09/50035/TTGOUT Outline Planning	Demolition of existing buildings and redevelopment of the site for up to 650 residential dwellings, associated car	Approved 28.04.2011

Permission	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	
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, drives, car parking, ancillary structures and landscaping.	Approved 17.11.2014
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
16/01726/REM Phase 3	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.	Approved 26.06.2017
18/00384/CV	Application for the variation of condition no 2 and 3 [to allow for an increase in height for development for phases 4 and 5] of planning permission ref 09/50035/TTGOUT (Outline planning	Pending Determination



	permission is sought for demolition of existing buildings and re development 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)	
18/00309/CONDC	Application for the approval of details reserved by condition nos. 6, 9, 10, 11, 12, 13, 16, 17, 19, 20, 21, 23, 24, 25, 26, 27, 28, 29 for phases 4 and 5 of planning permission ref. 09/50035/TTGOUT (Outline planning permission is sought for demolition of existing buildings and re development 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

#### 4.0 CONSULTATION AND REPRESENTATIONS

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

#### 4.2 PUBLICITY:

This application has been advertised by way of individual neighbour notification letters, press advert and public site notice which has been displayed nearby. No responses have been received.

#### 4.3 ANGLIAN WATER:

No objection subject to a condition.

#### 4.4 ENVIRONMENT AGENCY:

No response.

#### 4.5 ENVIRONMENTAL HEALTH:

No objection.

#### 4.6 HEALTH AND WELLBEING:

No objection.

#### 4.7 HIGHWAYS:

No objection subject to conditions.

#### 4.8 LANDSCAPE AND ECOLOGY ADVISOR:

No objection.

### 5.0 POLICY CONTEXT

#### 5.1 National Planning policy Framework

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

- 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

#### 5.2 Planning Policy 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 numerous 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
- Flood Risk and Coastal Change
- Health and wellbeing
- Light pollution
- 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

### 5.3 Thurrock Local Development Framework (2015)

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. The following policies apply to the proposals:

#### OVERARCHING SUSTAINABLE DEVELOPMENT POLICY

- OSDP1 (Promotion of Sustainable Growth and Regeneration in Thurrock)<sup>1</sup>

#### SPATIAL POLICIES

- CSSP1 (Sustainable Housing and Locations)
- CSSP3 (Infrastructure)

#### THEMATIC POLICIES

- CSTP1 (Strategic Housing Provision)
- CSTP2 (The Provision Of Affordable Housing)
- CSTP9 (Well-being: Leisure and Sports)
- CSTP15 (Transport in Greater Thurrock)<sup>3</sup>
- CSTP18 (Green Infrastructure)
- CSTP20 (Open Space)
- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)<sup>2</sup>
- CSTP25 (Addressing Climate Change)<sup>2</sup>

- CSTP26 (Renewable or Low-Carbon Energy Generation)<sup>2</sup>
- CSTP27 (Management and Reduction of Flood Risk)<sup>2</sup>

## POLICIES FOR MANAGEMENT OF DEVELOPMENT

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

[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].

### 5.4 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. It is currently anticipated that consultation on an Issues and Options (Stage 2 Spatial Options and Sites) document will be undertaken in 2018.

### 5.5 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.

## 6.0 ASSESSMENT

6.1 The assessment below covers the following material considerations:

- 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 was established through an outline planning permission granted in 2011 by the Thurrock Thames Gateway Development Corporation. 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 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 proposed main vehicular access point accords with the access points approved as one of the four accesses from the outline permission. This access point is shown through Design 'ds4 spatial typologies' as a 'Main Street' from its 'T' junction with Arisdale Avenue. A second access from Arisdale would be a pedestrian access a 'Secondary Street' from Design Code 'ds4 spatial typologies'. Three internal roads within these phases of development would connect and link with phase 3 to the south and accord with the requirements of Design Code 'ds4' [spatial typologies] with these road links being one 'Park Street' and two 'Mews' street arrangements. These access arrangements locations are acceptable, raise no objection from the Council's Highway Officer and comply with policy PMD9.
- 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' [page 81 of the DAS], and to 'create pedestrian and cycle network routes through the site' [page 82 of the DAS]. The proposal shows that the development would link into the existing road and footway connections from phase 3 to ensure these network and access arrangements are achieved, which is required to meet policy PMD9.

- 6.6 Condition 13 of the outline permission and the approved Design Code requires highway details for consideration with the reserved matters. In addition to the access point requirements of Design Code 'ds4' [spatial typologies] the layout of the development meets with the following Design Code requirements 'ds6 main street', 'ds8' [park street], 'ds9' [park edge], 'ds10' [mews court], 'ds11' [park square], and 'ds12' [parking courtyard]. The layout shows the 'Main Street' would provide the main vehicle access route into this part of the development, although the development areas in phase 4 are also likely to be accessed via the 'Main Street' into phase 3. The 'Park Street' would provide the main north-south vehicle route into phase 3. All roads would have footways for pedestrian access and the public open space includes paths through this area. It is recognised that the proposed road typologies and network follow the Design Code requirements and the illustrative masterplan, and no objections are raised with regard to policy PMD9.
- 6.7 In terms of surface finishes, all roads within the site would have either asphalt or buff coloured block paving. The parking courts and private driveways would also have buff coloured block paving (phase 2 included a pinkish colour). The details of the external street lighting, street furniture, signage, estate road construction and geometry, and drainage are acceptable for the purposes of the Design Code but are also likely to be determined separately to the planning process under the Highways Act.
- 6.8 For parking, condition 13, 17 and a clause in the s106 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. The proposed parking provision for this development, as set out in the 'Parking Strategy' shows that an average of 1.5 parking spaces would be provided. 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 34 visitor parking spaces and in total there would be 352 parking spaces with 314 parking spaces for 230 dwellings which comply with the Design Code requirement. Details of the proposed parking management strategy are required through condition 17 to the outline permission and within the Appendix of the Transport Statement there is a 'Parking Management Strategy' which explains 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. The parking provision complies with policy PMD8.
- 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 'Parking Strategy' would provide for 1 cycle space per dwelling and 28

visitor cycle spaces. A dedicated secure and covered 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 to the southern end of the public open space adjacent to the local area of play [LAP]. All of these arrangements are considered acceptable. The cycle parking provision complies with policy PMD8.

### 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 buildings to be positioned either side of the main vehicular entrance to the site, in the form of a block of flats to one side and a three storey end of terrace dwelling to the other side of the 'Main Street' into the site, 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 'Design and Access Statement' demonstrates that the density range varies and it is shown that: one area of the site, 'Block Type A', to the western half of the site would be high density ranging from 55-70 dwellings per hectare (dph); the eastern side of the site, 'Block Type B', would have a density range of between 40-55 dph; and the northern section of the site in phase 5, 'Block Type C', would have the highest density range of 70-115 dph. The proposed development for this phase meets the density requirements of the Design Code and is also acceptable with regard to policy PMD2.

### IV. SCALE AND DESIGN

- 6.12 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 these phases 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 recent application to vary conditions 2 and 3, reference 18/00384/CV, allows for a variation in height to allow for development up to five stories in height. Within the northern part of the site, the phase 5 area, the proposed three blocks of

flats would each have an element of five storey development occupying part of the roof area, with the remainder of the building proposed as four storeys. Away from the blocks of flats all dwellinghouses would be within the range of 2 to 3 storeys in height, which is in keeping with the earlier phases of the development.

- 6.13 The design and appearance of these phases 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, large windows, solidier coarsing above windows, framing elements around windows, enclosed balconies and porch canopies. The overall design would create uniformity and rhythm throughout including a defined character along both the eastern and western side of the park.
- 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 building factory and the colour schemes follow the colours offered for the production of the original Ford Escort. Phase 1 adopted the blue colour palette, Phase 2 the orange colour palette with both being evident in the built form, and Phase 3 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. Within these phases there are elements of the grey and blue colours used in phase 1.
- 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 these phases a rainwater harvesting plan [to also comply with condition 28] would be provided for each dwelling. One block of flats would have photovoltaic panels installed on the roof. 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 condition 9 of the outline permission and 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 2m and 1.8m high brick walls alongside boundaries fronting onto a street, 2m and 1.8m high close boarded fenceings between gardens for rear and side boundaries, 1.2m high railings along the front boundaries of plots fronting Arisdale Avenue, and 1.2m high timber knee railings around the public open space. Some dwellings/flats would have additional landscaped treatment to the front of the plot including grass/hedge/tree planting. The proposed boundary treatment 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, LANDSCAPE AND AMENITY SPACE

- 6.19 Conditions 2 [f] and 5 of the outline permission require a series of public open spaces throughout the overall development. The layout plans show the inclusion of the area of public open space and square to accord with the illustrative masterplan from the outline permission. 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], show that the proposed layout plan would provide the minimum of 0.35 hectares of public open space and would contain a Local Area of Play [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 and a small number of street trees are proposed throughout the phases, which is acceptable. The provision of trees is necessary for meeting the requirement of Design Code 'pr10' [street trees]. In addition to trees the development would incorporate hard and soft landscaping in areas such as the 'square'.
- 6.21 Design Code 'bf13' [garden sizes and private amenity] stipulates the requirements for the development and garden sizes must be at least 60m<sup>2</sup>, and any garden below 80m<sup>2</sup> should have a usable balcony, terrace or winter garden. These features are apparent in phase 1 but less so in phase 2 and the consented phase 3. All dwellings would have at least 60m<sup>2</sup> with average range between 70m<sup>2</sup> and 90m<sup>2</sup>. There are no usable balcony, terrace or winter gardens for the houses but this would be difficult to include without affecting the design of the development, which is considered to be a high quality form of development sufficient to warrant an exception of the design code in this instance. For flats the balconies need to be 5m<sup>2</sup> and flats that are 2 bedrooms or more must have at least 25m<sup>2</sup> of amenity area provided in close proximity. The flats would all have balconies with the top floor

units have generous sized balconies. One area of communal amenity space would be provided adjacent to block 1 but given that all flats are adjacent to the proposed area of public open space, it is more likely that the proposed area of public open space would be used as the amenity space for residents of the flats, in addition to the 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 need to be assessed with regard policies CSTP18, CSTP20 and PMD2 and is considered acceptable.

## 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. In addition to this requirement the latest [May 2016 and update 2017] 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 there is a prevalent need for 3 bedroom semi-detached and terraced houses and 1 and 2 bedroom flats. These phases of development would provide both family dwellings and flatted development as needed in the SHMA and to comply with policy CSTP1. For these phases of development it is important to continue the identified housing mix and it is proposed for 49% houses and 51% flats. For these phases 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 proposal shows that there would be 55% houses and 45% flats, which accords with the requirement of the condition.
- 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 to be 23 flats, split as 7x1 bedroom unit and 16x2 bedroom units. 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. The application includes a noise report and in terms of the noise environment the noise report states that *'overall*

*noise climate is determined by traffic noise from Arisdale Avenue with additional intermittent noise from the warehouse site to the north and the railway line to the east*. The layout of these phases of development continues the alignment of dwellings along Arisdale Avenue from Phases 1, 2 and 3, proposes three blocks of flats towards the site's northern boundary and includes dwellings with side elevations in close proximity of the eastern site boundary [plots 97 and 111 being closest but without any openings in their side elevation]. The noise report outlines mitigation measures for noise, vibration and ventilation. These include: specific glazing units to windows for living rooms and bedrooms in the northern elevation of the flatted development to the north of the site; all units overlooking the road and railway to be provided with mechanical ventilation; solid barrier garden boundaries to various plots and the entire northern and eastern boundaries.

- 6.26 The Council's Environmental Health Officer (EHO) has raised no objection subject to the noise report mitigation measures being implemented and this will ensure the amenities of future residents are not subject to noise disturbance, in accordance with policy PMD1.

#### VIII. EFFECT ON NEIGHBOURING PROPERTIES

- 6.27 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 these phases of the development meet this requirement, with the exception of a few plots which would achieve a 21m back to back distance but this is considered acceptable for exception to the Design Code requirement in this instance as the distance between the proposed building would not lead to any significant loss of privacy for future occupiers..
- 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 3 that back onto the site but the layout of these phases of the proposed development would not harmfully impact upon the amenities of those neighbouring occupiers to the south. Overall the proposal would be acceptable with regard neighbouring impact and policies PMD1 and PMD2.

#### IX. REFUSE AND RECYCLING

- 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 'Site Refuse Strategy Plan' shows that each dwelling would have room for refuse/recycling provision and for the flatted development individual detached refuse/recycling stores would be provided within the car park area adjacent to the site's northern boundary. All refuse/recycling facilities would be within 20m distance for 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 are subject to a separate application process to discharge the relevant planning conditions from the outline permission, reference 18/00309/CONDC.
- 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, 2 and 3.

## 7.0 CONCLUSIONS AND REASONS FOR APPROVAL

- 7.1 This proposal would bring forward the final fourth and fifth phases of development at this site and would complete this development, which would provide a total of 630 dwellings over the five phases of development providing a range of housing for this area. The overall development contributes 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 would bring forward a high quality designed development which would accord with the requirements of the Design Code and policies CSTP22, PMD2. The development would also have the effect of continuing the transformation of the site from commercial to residential use, whilst creating a place of character and distinctiveness 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 accordance with the following approved plans:

<b>Plan Number(s):</b>		
Reference	Name	Received
XX-00-DR- A- -09000	Location Plan	24th February 2018
XX-00-DR- A- -09001	Proposed Site Layout	24th February 2018
XX-00-DR- A- -09002	Proposed Plans	24th February 2018
XX-00-DR- A- -09003	Proposed Plans	24th February 2018
XX-00-DR- A- -09004	Proposed Plans	15th May 2018
XX-00-DR- A- -09005	Proposed Plans	24th February 2018
XX-00-DR- A- -09006	Proposed Plans	24th February 2018
XX-00-DR- A- -09007	Proposed Plans	24th February 2018
XX-00-DR- A- -09008	Proposed Plans	24th February 2018
XX-00-DR- A- -09009	Proposed Plans	24th February 2018
XX-00-DR- A- -09010	Proposed Plans	24th February 2018
XX-00-DR- A- -09011	Proposed Plans	15th May 2018
XX-00-DR- A- -09012	Proposed Plans	24th February 2018
XX-00-DR- A- -09013	Proposed Site Layout	24th February 2018
XX-00-DR- A- -09020	Proposed Elevations	24th February 2018
XX-00-DR- A- -09021	Proposed Elevations	24th February 2018
XX-00-DR- A- -09022	Proposed Elevations	24th February 2018
XX-00-DR- A- -09023	Proposed Elevations	24th February 2018
01-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
01-ZZ-DR- A- -10002	Proposed Floor Plans	24th February 2018
01-ZZ-DR- A- -10003	Proposed Floor Plans	24th February 2018
01-ZZ-DR- A- -10004	Proposed Plans	15th May 2018
01-ZZ-DR- A- -20001	Proposed Plans	24th February 2018
02-ZZ-DR- A- -10001	Proposed Plans	24th February 2018
02-ZZ-DR- A- -10002	Proposed Plans	24th February 2018
02-ZZ-DR- A- -20001	Proposed Plans	24th February 2018
03-ZZ-DR- A- -10001	Proposed Plans	24th February 2018
03-ZZ-DR- A- -10002	Proposed Plans	24th February 2018

03-ZZ-DR- A- -20001	Proposed Plans	24th February 2018
04-ZZ-DR- A- -10001	Proposed Plans	24th February 2018
04-ZZ-DR- A- -20001	Proposed Plans	24th February 2018
04-ZZ-DR- A- -20002	Proposed Plans	24th February 2018
01-ZZ-DR- A- -10001	Proposed Plans	24th February 2018
01-ZZ-DR- A- -10002	Proposed Plans	24th February 2018
01-ZZ-DR- A- -10003	Proposed Plans	24th February 2018
01-ZZ-DR- A- -10004	Proposed Plans	24th February 2018
02-ZZ-DR- A- -10001	Proposed Plans	24th February 2018
02-ZZ-DR- A- -10002	Proposed Plans	24th February 2018
02-ZZ-DR- A- -20001	Proposed Plans	24th February 2018
03-ZZ-DR- A- -10001	Proposed Plans	24th February 2018
03-ZZ-DR- A- -10002	Proposed Plans	24th February 2018
03-ZZ-DR- A- -20001	Proposed Plans	24th February 2018
04-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
04-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
04-ZZ-DR- A- -20002	Proposed Elevations	24th February 2018
05-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
05-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
06-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
06-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
06-ZZ-DR- A- -20002	Proposed Elevations	24th February 2018
07-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
07-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
07-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
08-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
08-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
09-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
09-ZZ-DR- A- -20002	Proposed Elevations	24th February 2018
10-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
09-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
10-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
10-ZZ-DR- A- -20002	Proposed Elevations	24th February 2018
12-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
12-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
13-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
13-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
13-ZZ-DR- A- -20002	Proposed Elevations	24th February 2018
14-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018

14-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
15-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
15-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
16-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
16-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
16-ZZ-DR- A- -20002	Proposed Elevations	24th February 2018
17-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
17-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
17-ZZ-DR- A- -20002	Proposed Elevations	24th February 2018
18-ZZ-DR- A--10001	Proposed Floor Plans	24th February 2018
18-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
18-ZZ-DR- A- -20002	Proposed Elevations	24th February 2018
19-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
19-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
20-ZZ-DR- A--10001	Proposed Floor Plans	24th February 2018
20-ZZ-DR- A--20001	Proposed Elevations	24th February 2018
21-ZZ-DR- A- -10001	Proposed Floor Plans	24th February 2018
21-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
21-ZZ-DR- A- -20001	Proposed Elevations	24th February 2018
XX-ZZ-DR- A--40001	Proposed Plans	24th February 2018
XX-ZZ-DR- A- -40002	Proposed Plans	24th February 2018
XX-ZZ-DR- A--40003	Proposed Plans	24th February 2018
XX-ZZ-DR- A- -40005	Proposed Floor Plans	24th February 2018
XX-XX-DR- A- -V0001	Proposed Plans	24th February 2018
XX-XX-DR- A- -V0002	Proposed Plans	24th February 2018
XX-XX-DR- A- -V0003	Proposed Plans	24th February 2018
XX-XX-DR- A- -V0004	Proposed Plans	24th February 2018
2044 02 C	Proposed Plans	24th February 2018
2044 03 B	Proposed Plans	24th February 2018
2044 04 B	Proposed Plans	24th February 2018
2044 05 B	Proposed Plans	24th February 2018
2044 06 B	Proposed Plans	24th February 2018
2044 07 C	Proposed Plans	24th February 2018
2044 08 C	Proposed Plans	24th February 2018
DR-C-05001-P08 8	Other	24th February 2018
DR-C-05002-P02 2	Other	24th February 2018
DR-C-90001-P05 5	Other	24th February 2018
DR-C-90002-P04 4	Other	24th February 2018
DR-X-91001-P02 2	Other	24th February 2018

DR-C-91002-P07 7	Other	24th February 2018
DR-C-91003-P04 4	Other	24th February 2018
DR-C-91004-P06 6	Other	24th February 2018
DR- S-01003-P01 1	Other	24th February 2018
DR-C-95001-P03 3	Other	4th May 2018
DR-C-95002-P03 3	Other	24th February 2018
DR-C-95003-P02 2	Other	24th February 2018
DR-C-95004-P02 2	Other	24th February 2018
DR-C-95101-P04 4	Other	24th February 2018
DR-C-95105-P05 5	Other	24th February 2018
DR-C-95102-P04 4	Other	24th February 2018
DR-C-95103-P04 4	Other	24th February 2018
DR-C-95104-P06 6	Other	24th February 2018
DR-C-95106-P04 4	Other	24th February 2018
DR-C-95107-P04 4	Other	24th February 2018
DR-C-95108-P04 4	Other	24th February 2018
DR-X-95109-P05 5	Other	24th February 2018
DR-C-95201-P02 2	Other	4th May 2018
DR-C-72001-P06	Other	4th May 2018
DR-D-72002-P011	Other	24th February 2018
2376-D-01 A	Other	24th February 2018

**Reason:** For the avoidance of doubt and to ensure that the development is carried out in accordance with the details as approved with regard to policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

### Implementation of the 'Landscape Scheme'

- The 'Landscape Scheme' provided as one of the reserved matters for this application as required by condition 11 of the outline planning permission [reference 09/500035/TTGOUT] shall be implemented in its entirety prior to occupation of the 150<sup>th</sup> dwelling unit through this 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**

3. Prior to first occupation of the development the noise mitigation measures as set out in the 'Report on existing noise climate 20/02/2018 Revision 3' dated 20 February 2018 shall be implemented as approved and retained as such at all times thereafter.

**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 for the amenities of the future occupiers of dwellings facing the railway in accordance with policies PMD1 and PMD2 of the Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

### **Sight Splays and Speed Reduction Measures**

4. Notwithstanding the details shown on the plans prior to the commencement of development details of sight splays and speed reduction measures shall be provided at all proposed junctions and bends on the roads within the development. Such details shall be submitted to and approved by the Local Planning Authority. The sight splays as approved shall be maintained at all times thereafter so that no obstruction is present within the area above the level of the adjoining highway carriageway.

**Reason:** In the interest of highway safety and efficiency in accordance with policy PMD9 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 and 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.

### **Informative:**

Please note that separate consent for Highways Works may be required through the Council's Highways Authority and the highway details provided with this application are therefore considered acceptable with regard to the relevant Design Code to the Outline Planning Permission but do not authorise any approval under

the Highways Act.

**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)

