

Reference: 20/00827/FUL	Site: Former Ford Motor Company Arisdale Avenue South Ockendon Essex RM15 5JT
Ward: Ockendon	Proposal: The erection of 92 units, comprising 86 No. 1 and 2 bed apartments, 2 No. 3 bed dwellings and 4 No. 2 bed dwellings along with associated infrastructure, works and landscaping. (Partial revisions to phase 4 of approval 18/00308/REM Dated 12th June 2018)

Plan Number(s):

Reference	Name	Received
R9052-CUR-20-XX-DR-C-2001-P03	Drainage Layout	6th November 2020
R9052-CUR-20-XX-DR-C-2002-P04	Drainage Layout	6th November 2020
R9052-CUR-20-XX-DR-C-2003-P05	Drainage Layout	6th November 2020
R9052-STN-18-00-DR-A-0902-P60	Site Layout	11th December 2020
R9052-STN-18-00-DR-A-0903-P57	Site Layout	6th November 2020
R9052-STN-18-ZZ-DR-A-0900-P50	Location Plan	6th July 2020
R9052-STN-18-ZZ-DR-A-0904-P57	Roof Plans	6th November 2020
R9052-STN-18-ZZ-DR-A-0905-P57	Other	6th November 2020
R9052-STN-18-ZZ-DR-A-0906-P60	Other	11th December 2020
R9052-STN-18-ZZ-DR-A-0908-P57	Other	6th November 2020
R9052-STN-18-ZZ-DR-A-0909-P57	Other	6th November 2020
R9052-STN-18-ZZ-DR-A-0910-P57	Other	6th November 2020
R9052-STN-18-ZZ-DR-A-0912-P57	Other	6th November 2020
R9052-STN-18-ZZ-DR-A-0913-P57	Site Layout	6th November 2020
R9052-STN-20-01-DR-A-1051-P57	Floor Layout	6th November 2020
R9052-STN-20-02-DR-A-1052-P57	Floor Layout	6th November 2020
R9052-STN-20-03-DR-A-1053-P57	Floor Layout	6th November 2020
R9052-STN-20-EL-DR-A-2000-P49	Elevations	6th July 2020
R9052-STN-20-EL-DR-A-2001-P49	Elevations	6th July 2020
R9052-STN-20-EL-DR-A-2140-P56	Elevations	6th November 2020
R9052-STN-20-EL-DR-A-2150-P57	Elevations	6th November 2020
R9052-STN-20-EL-DR-A-2160-P57	Elevations	6th November 2020
R9052-STN-20-GF-DR-A-1040-P49	Floor Layout	6th July 2020

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R9052-STN-20-GF-DR-A-1050-P57	Floor Layout	6th November 2020
R9052-STN-20-GF-DR-A-1060-P57	Floor Layout	6th November 2020
R9052-STN-20-R0-DR-A-1042-P49	Roof Plans	6th July 2020
R9052-STN-20-R0-DR-A-1054-P57	Roof Plans	6th November 2020
R9052-STN-20-R0-DR-A-1062-P57	Roof Plans	6th November 2020
R9052-STN-20-XX-DR-A-4006-P50	Other	6th July 2020
R9052-STN-20-XX-DR-A-4007-P57	Other	6th November 2020
R9052-STN-20-ZZ-DR-A-1000-P49	Floor Layout	6th July 2020
R9052-STN-20-ZZ-DR-A-1001-P49	Floor Layout	6th July 2020
R9052-STN-20-ZZ-DR-A-1041-P49	Floor Layout	6th July 2020
R9052-STN-20-ZZ-DR-A-1061-P57	Floor Layout	6th November 2020
R9052-STN-20-ZZ-EL-A-0920-P57	Elevations	6th November 2020
R9052-STN-18-ZZ-DR-A-0911-P57	Other	6th November 2020
2044 09 General Arrangement Plan	Landscaping	6th November 2020
2044 B POS Sketch Masterplan	Landscaping	6th November 2020
R9052-CUR-20-00-DR-C-2004-P01	Drainage Layout	6th November 2020
R9052-CUR-20-00-XX-RP-C-00001-V06	Drainage Layout	6th November 2020
R9052-CUR-18-XX-DR-D-7002-C11	Drainage Layout	6th November 2020
R9052-STN-20-XX-DR-A-4007-P57	Floor Layout	6th November 2020
R9052-CUR-18-XX-DR-C-9208-P14	Other	9th December 2020
R9052-CUR-20-00-DR-D-7216-P01	Drainage Layout	4th December 2020
R9052-CUR-18-XX-DR-D-7215-P04	Drainage Layout	4th December 2020
R9052-STN-18-ZZ-DR-A-0907-P61	Other	11th December 2020

The application is also accompanied by:

- Planning Statement
- Design and Access Statement & Addendum
- Accommodation Schedule
- Air Quality Assessment
- Financial Viability Assessment & Addendum
- Flood Risk Assessment and Drainage Report
- Noise Assessment
- Transport Statement

Applicant:

Mr Owain Williams

Validated:

17 July 2020

Date of expiry:

15 January 2021 (Extension of time agreed with applicant)

Recommendation: Approve subject to conditions and a s106 agreement

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) and the previous applications have been determined by the Planning Committee.

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 outline permission is set out in the planning history but the table below shows the number of dwellings consented through the reserved matters approvals.

Phase	Phase and application reference	Dwelling numbers
1	11/50443/TTGREM	92
2	14/00950/REM	185
3	16/01726/REM	113
4 & 5	18/00398/REM	230
	Total	620

1.3 The outline planning permission, for the wider site area, has now expired as all reserved matters needed to have been submitted by 26 April 2018. Therefore this application seeks full planning permission and would result in an increase in dwelling numbers beyond the 650 dwellings originally permitted with the outline permission for the wider site.

1.4 This full planning application seeks permission for the erection of 92 units, comprising 86 No. 1 and 2 bed apartments, 2 No. 3 bed dwellings and 4 No. 2 bed dwellings along with associated infrastructure, works and landscaping.

1.5 The proposal represents partial revisions to phase 4 of approval 18/00308/REM. The changes would result in 6 houses instead of 4 houses approved within the central part of the Phase 4 development, and a change from 31 houses to 86 apartments in the form of three blocks of apartments in the central and eastern side of the Phase 4 development. These changes would result in a net increase of 57 dwellings and in total would increase the development to 677 dwellings on the former Ford factory site.

1.6 A summary of the proposed development for this full planning application is stated below:

Site Area (Gross)	1.31 ha						
Height	Up to 4 storeys for the apartments (13.8m) 2 storeys for houses (9.3m high)						
Units (All)	Type (ALL)	1- bed	2- bed	3- bed	4- bed	5- bed	TOTAL
	Houses		4	2			6
	Apartments	27	59				86
	TOTAL	27	63	2			92
Affordable Units	Type (ALL)	1- bed	2- bed	3- bed	TOTAL		
	Apartments	2	4		6		
	TOTAL	2	4		6		
Car parking	Apartments: 1 space per flat Houses: 1 space for 2 bed dwelling and 2 spaces for a 3 bed dwelling Total allocated: 96 spaces (Average of 1.04 space per unit) Total Visitor: 21 spaces (Average 0.23 per unit) Total: 117 (1.27 space per unit)						
Cycle Parking	Total allocated: 128 spaces (Average of 1.4 space per unit) Total Visitor: 30 spaces (Average 0.3 per unit) Total: 158 (1.7 space per unit)						
Amenity Space	Minimum 60m ² for each house Balconies and informal gardens for apartments but have access to public open spaces in the wider development						
Density	70 units per ha for the site area 53 units per ha for the wider site						

1.7 Below is a more detail description of aspects of the proposal.

1.8 **Access:** Vehicular access to the site would utilise the internal road layout approved through phases 3, 4 and 5 of the outline planning permission/reserved matters. The nearest main points of access to Arisdale Avenue is located to the west and north western part of the wider site.

1.9 **Layout:** The layout represents increasing of the number of houses from 4 houses to 6 houses in the central part of the Phase 4 development and replacing the rows of houses in the eastern side of the site with three apartment blocks and associated

parking and amenity areas. Each house would have its own car parking allocation either off street or dedicated on street space. The apartments would have car parking arrangements in parking courts mainly behind the apartments. In between the blocks of apartments a landscaped amenity space would be provided instead of the previously approved road layout. Each house would have a private garden and apartments would have balconies.

1.10 Housing Layout and Mix:

	Type	Floor	
Houses 6 units	2 bedroom		4 units
	3 bedroom		2 units
Apartments 86 units	Block 4 43 units	Ground	10 units 3 x 1 bed & 7 x 2 bed
		First	11 units 4 x 1 bed & 7 x 2 bed
		Second	11 units 4 x 1 bed & 7 x 2 bed
		Third	11 units 4 x 1 bed & 7 x 2 bed
	Block 5 32 units	Ground	9 units 3 x 1 bed & 6 x 2 bed
		First	10 units 4 x 1 bed & 6 x 2 bed
		Second	8 units 2 x 1 bed & 6 x 2 bed
		Third	5 units 1 x 1 bed & 4 x 2 bed
	Block 6 11 units	Ground	3 units x 2 bed
		First	4 units 1 x 1 bed & 3 x 2 bed
		Second	4 units 1 x 1 bed & 3 x 2 bed

1.11 **Scale:** The development would have 2 storey houses, and the apartments would range between 2 and 4 storeys high.

1.12 **Design and Appearance:** Modern contemporary design to reflect continuation of the existing and consented development in the wider site area.

1.13 **Amenity Space:** East house would have a 60m² private garden area and all apartments would have balconies and informal communal gardens. All future

occupiers would have access to the areas of public open spaces between the apartment blocks and access to the nearby area of public open space in the wider development. Trees are proposed to be planted at locations within the site.

2.0 SITE DESCRIPTION

- 2.1 The site is approximately 1.31 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 and has been built out on a five phase development process following the approval of reserved matters applications between 2011 and 2018.
- 2.2 Phase 3 of the development is located directly to the south of the site. To the north and west of this site is Phase 4 and 5 of the wider development site and access to Arisdale Avenue. To the east is the branch railway line linking Upminster to Grays.
- 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 planning 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, 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
18/00308/REM Phases 4 & 5	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.	Approved

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

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.

14 objections raising the following concerns:

- Access to the site
- Additional traffic and congestion
- Road network will continue to struggle
- Parking will be an issue with on street parking
- Environmental Pollution
- Litter/smells
- Possible excessive noise
- Too many people living on a small plot of land/overcrowded
- Insufficient amenities and infrastructure to support it, impact upon local services
- Doctors and schools over subscribed
- Out of character
- No benefit to local people
- Over development
- Visual eyesore
- Increase pressure on trains
- Impact upon adjacent houses, loss of view
- Negative impact upon property values

4.3 ANGLIAN WATER:

No objection subject to a condition requiring details of a surface water strategy.

4.4 EDUCATION:

No objection subject to a financial contribution of £267,187.15 towards nursery, primary and secondary education.

4.5 ENVIRONMENTAL HEALTH:

No objection subject to conditions requiring noise mitigation measures and a Construction Environmental Management Plan (CEMP).

4.6 ESSEX POLICE ARCHIECTURAL LIAISON OFFICER:

No objection subject to the development meeting the Secured by Design accreditation.

4.7 FLOOD RISK ADVISOR:

No objection subject to conditions requiring a detailed surface water drainage scheme, details of the future management and maintenance arrangements, and the requirement for existing pipes within the site to be cleared and restored to a working condition.

4.8 HIGHWAYS:

No objection.

4.9 HOUSING:

It is recognised from the applicant's financial viability assessment that the scheme cannot provide the normal 35% affordable housing and that 10% affordable housing has been provided in Phase 4 of this development.

4.10 LANDSCAPE AND ECOLOGY ADVISOR:

No objection on landscape or ecology grounds.

4.11 NETWORK RAIL:

No response.

4.12 NHS ENGLAND:

No response.

4.13 SOUTH OCKENDON COMMUNITY FORUM:

No response.

4.14 TRAVEL PLAN CO-ORDINATOR:

No objection subject to the requirement of a residential travel plan and monitoring fee of £525 per annum for a minimum period of five years.

4.15 URBAN DESIGN OFFICER:

No objection.

5.0 POLICY CONTEXT

5.1 National Planning Policy Framework

The revised NPPF was published on 19 February 2019 and sets out the government's planning policies. Paragraph 14 of the Framework sets out a presumption in favour of sustainable development. Paragraph 2 of the Framework confirms the tests in s.38 (6) of the Planning and Compulsory Purchase Act 2004 and s.70 of the Town and Country Planning Act 1990 and that the Framework is a material consideration in planning decisions. Paragraph 11 states that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development. The following headings and content of the NPPF are relevant to the consideration of the current proposals:

- 2. Achieving sustainable development
- 5. Delivering a sufficient supply of homes
- 8. Promoting healthy and safe communities
- 9. Promoting sustainable transport
- 11. Making effective use of land
- 12. Achieving well-designed places
- 14. Meeting the challenge of climate change, flooding and coastal change
- 15. 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 a range of subject areas, with each area containing several subtopics. Those of particular relevance to the determination of this planning application comprise:

- Climate change
- Design; process and tools
- Effective use of land
- Flood Risk and Coastal Change
- Healthy and safe communities
- Housing supply and delivery
- 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
- Use of Planning Conditions
- Viability

5.3 Local Planning Policy Thurrock Local Development Framework

The “Core Strategy and Policies for Management of Development” 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)

SPATIAL POLICIES

- CSSP1 (Sustainable Housing and Locations)
- CSSP2 (Sustainable Employment Growth)
- CSSP3 (Infrastructure)

THEMATIC POLICIES

- CSTP1 (Strategic Housing Provision)
- CSTP2 (The Provision Of Affordable Housing)
- CSTP6 (Strategic Employment Provision)
- CSTP9 (Well-being: Leisure and Sports)
- CSTP11 (Health Provision)
- CSTP12 (Education and Learning)
- CSTP13 (Emergency Services and Utilities)
- CSTP15 (Transport in Greater Thurrock)
- CSTP18 (Green Infrastructure)
- CSTP20 (Open Space)
- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)
- CSTP25 (Addressing Climate Change)
- CSTP26 (Renewable or Low-Carbon Energy Generation)
- CSTP27 (Management and Reduction of Flood Risk)

POLICIES FOR MANAGEMENT OF DEVELOPMENT

- PMD1 (Minimising Pollution and Impacts on Amenity)
- PMD2 (Design and Layout)
- PMD5 (Open Spaces, Outdoor Sports and Recreational Facilities)
- PMD8 (Parking Standards)
- PMD9 (Road Network Hierarchy)
- PMD10 (Transport Assessments and Travel Plans)
- PMD12 (Sustainable Buildings)
- PMD13 (Decentralised, Renewable and Low Carbon Energy Generation)
- PMD15 (Flood Risk Assessment)
- PMD16 (Developer Contributions)

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. In December 2018 the Council began consultation on an Issues and Options (Stage 2 Spatial Options and Sites) document, this consultation has now closed and the responses have been considered and reported to Council. On 23 October 2019 the Council agreed the publication of the Issues and Options 2 Report of Consultation on the Council's website and agreed the approach to preparing a new Local Plan.

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 material considerations for this application are as follows:

- I. Principle of the development
- II. Housing Land Supply, Need, Mix and Affordable Housing
- III. Design and Layout and Impact upon the Area
- IV. Accessibility, Traffic Impact and Parking
- V. Flood Risk and Drainage
- VI. Air Quality and Noise
- VII. Effect on Neighbouring Properties

- VIII. Refuse and Recycling
- IX. Energy and Sustainable Buildings
- X. Viability and Planning Obligations
- XI. Sustainability
- XII. 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 and subsequent reserved matters applications which has led to a five stage phasing process for the development. This application seeks amendments to part of the Phase 4 development and given the site's history there is no objection to the principle of the development.

II. HOUSING LAND SUPPLY, NEED, MIX AND AFFORDABLE HOUSING

- 6.3 The proposal is for residential development and there is a housing need within the Borough as the Council cannot, at present, demonstrate an up to date five year housing land supply to comply with the requirements of paragraph 73 of the NPPF. The Council's Housing Delivery Test Action Plan (HDTAP) was published in August 2019 to meet the requirements of paragraph 75 of the NPPF. The HDTAP identifies a housing delivery shortfall of 309 homes over the three previous financial years up until 2017/18. One of the priorities identified in the HDTAP for the Council is to consider opportunities for development at a higher density in urban areas (paragraph 4.6) and this application seeks to achieve a higher density development as part of the wider Arisdale site.
- 6.4 Policy CSTP1 requires the dwelling mix for new residential developments to be provided in accordance with the latest (May 2016) Strategic Housing Marketing Assessment (SHMA) and the update Addendum (May 2017). The SHMA 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 the need for 1 and 2 bedroom apartments. The proposed dwelling mix would result in the loss of 31 approved mainly semi-detached in favour of increased 1 and 2 bedroom apartments. This would be beyond the requirements of condition 7 of the outline planning permission. However, it is recognised that the outline planning permission was approved in 2011 and since then a more up to date Strategic Housing Marketing Assessment for South Essex has been undertaken with the latest referred to above. The revised dwelling mix of mainly apartments would provide a revised mix to reflect the Borough's housing needs in regard to the latest SHMA and policy CSTP1. There are no objections raised by the Council's Housing Officer as the proposed units would meet the demand as set out in the 2017 Strategic

Housing Marketing Assessment. The proposal would provide some affordable housing which is assessed below in the 'Viability and planning Obligations' section of this report.

III. DESIGN AND LAYOUT AND IMPACT UPON THE AREA

- 6.5 The existing position on site is that parts of Phases 4 and 5 have been constructed and some dwellings occupied, similarly Phase 3, directly to the south, is mainly completed with dwellings occupied. It is necessary for the proposed development to be considered in regard to the character and appearance of the existing built development within the wider site. It is also necessary for this application to have regard to the previous applications, which includes the outline permission, reserved matters and in particular the Design Code.

Layout

- 6.6 The proposed changes to the layout of the development through the 88 apartments within three blocks would replace the 31 houses from the previous application for Phases 4 and 5. Through the Design Code this part of the site was never considered for apartments as Design Code 'bf1' (block typologies) identifies this area of the wider site to be for medium density development of mainly housing. The introduction of apartments instead would create a higher density area of development. The layout also increases the number of houses from 4 houses to 6 houses in the central part of the Phase 4 development.
- 6.7 The proposed layout follows the general road layout of the previous approved development with the exception of the change in the location of the apartment blocks which would include parking to the north of Block 4 and to the south of Block 5 and 6. This layout approach allows for a landscaped amenity space in between the blocks and represents an amendment to the application following earlier concerns over the lack of amenity space and parking dominance. This revised layout strikes a balance with achieving a useable amenity space for occupiers of the apartments and the wider development as would appear as an extension to the nearby park area in Phase 4. Overall the layout arrangement is considered acceptable with regard to policies CSTP22 and PMD2.

Scale and Design

- 6.8 There are no objections to the proposed scale of the development for the apartment blocks which range between 2/3/4 storeys in height as there are existing apartment blocks of similar height in the wider development site. All houses would be 2 storey which is also similar to the existing development on site. For these reason there are no objections raised to the scale of the development with regard to policies CSTP22 and PMD2.

- 6.9 The design and appearance of the proposal seeks to continue the form and massing levels of the earlier phases of development. The overall design approach 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. As the design and appearance of the apartments and houses would represent a continuation of the existing and consented development in the wider site area there are no objections raised with regard to policies CSTP22 and PMD2.

Materials

- 6.10 For this development it is important that the materials match those used in Phases 4 and 5 to ensure the development is visually seen in the same context as the approved and existing development. The Design and Access Statement explains that the material palette would accord with the Design Code from the previous permissions, particularly for Phases 4 and 5. The materials would include buff brick, grey weatherboarding, dark grey window frames and all pitched roofs would have a slate coloured roof tiles. In terms of surface finishes, all roads and parking courts within the site would have either asphalt or coloured block paving. The proposed boundary treatment would match existing boundary treatment approved and used within the development.

Open Space

- 6.11 The proposed amenity space between the apartment blocks would create an area of open space for the benefits of occupiers of the apartments but would also be useable by the wider development. The level of open space is considered acceptable within the context of the site and the wider development. Occupiers of this part of the development would also have easy access to the public open space to the north and Local Area of Play (LAP) which is being delivered through the Phase 4 and 5 part of the development. This is acceptable with regard to policy PMD5 and a number of Design Code requirements from the outline permission.

Amenity Space

- 6.12 Given that this proposal would represent modification of the previous outline permission which detailed amenity standards through a Design Code, it is considered necessary to follow the Design Code requirements approach as this proposal would be seen within the context of the previous applications at this wider site.

- 6.13 The replacement dwellings would have a private amenity space in the form of a rear garden space of between 66m² to 96m². This would accord with the previous application's Design Code 'bf13' (garden sizes and private amenity), which stipulates the requirements for the development and garden sizes must be at least 60m². For apartments the previous application's Design Code 'bf13' required the balconies to be 5m² and apartments that are 2 bedrooms or more must have at least 25m² of amenity area provided in close proximity. The open space between the apartment blocks would provide an area of communal amenity space for the occupiers of the apartments, which is acceptable in regard to the requirements of the Design Code and policy PMD2.

Landscaping

- 6.14 The open space between the apartment blocks would be landscaped and would therefore contribute to the wider development. A number of trees are proposed to be planted throughout this part of the site, including street trees, trees in the amenity area and trees within the parking areas. The provision of trees is necessary for meeting the previous application 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'.
- 6.15 In conclusion under this heading, the overall layout, scale, design, materials, open space, amenity space and landscaping of the development is considered acceptable and would accord with policies CSTP22, CSTP23 and PMD2, and the guidance contained within chapter 12 of the NPPF and has been considered in regard to the Design Code from the outline permission.

IV. ACCESSIBILITY, TRAFFIC IMPACT AND PARKING

Accessibility and Access

- 6.16 The site is located within a sustainable location with close access to the nearby Ockendon railway station, via the footbridge to the south of the site, which can be accessed through the wider site. There are bus stops located along Arisdale Avenue, which serve the area. Roads and footpaths lead to South Ockendon town centre where a range of goods and services can be found and this is approximately 1km away for pedestrians and cyclists. The site has good accessibility with regards to transport modes and with regard to paragraph 110 of the NPPF and policy PMD9.
- 6.17 The proposed main vehicular access point is the 'T' junction onto Arisdale Avenue, which is located towards the north west corner of the wider site within Phase 4 area and the red line location plan highlights this as the main access to this part of the site. There are also alternative vehicle access points from the earlier phases onto

Arisdale Avenue and the site can be easily accessed from Phase 3 to the south. There are also pedestrian access points along Arisdale Avenue that allow access to this site. All of these access points accord with the points of access and road layout as approved from the previous permissions and as shown in the Design Code. The only change is the replacement of a section of road with the landscaped amenity area and this section road, shown on the details to the Phase 4 and 5 part of the development would have linked through to Phase 3 from the location of the proposed apartment blocks. This means that access to the car parking areas to Blocks 5 and 6 would only be from the south, instead of providing two access arrangements. This does not raise any objections in highways terms. Overall the access arrangements locations are acceptable and comply with policy PMD9.

Traffic Impact

- 6.18 The proposal would increase the housing density at the site with the addition of 57 extra dwellings. This would give rise to more traffic movements than the previously approved scheme and departs from the original Transport Assessment from the outline planning permission. The applicant's Transport Assessment (TA) has assessed the transport impact in regard to the approved Phase 4 and 5 development (18/00308/REM), which is the most recent of the approved applications at the wider site. The TA demonstrates that the proposed development including the approved Phase 4 and 5 development would result in a revised trip generation of 96 and 109 two way vehicle trips during the AM and PM peak hour respectively. In comparison to the approved Phase 4 and 5 development this application would result in a net increase of 13 two way vehicle trips during both the AM and PM peak hours. The TA states (paragraph 6.4.2) that this 'net increase is not considered a significant variance from the consented scheme' and 'will not result in an unacceptable impact on highway safety, or the residual cumulative impacts on the road network'. The Council's Highway Officer raises no objection and the traffic impact would be acceptable with regard to paragraph 109 of the NPPF and policy PMD9.

Parking

- 6.19 The parking layout needs to be assessed in regard to the outline permission, subsequent reserved matters and the Design Code as the proposal would be viewed in context of these permissions and the requirements are therefore slightly different to the Council's Draft Parking Standards.
- 6.20 The proposed parking strategy is based on 1 space per flat, 1 space per 2 bedroom house and 2 spaces for a house. There would be 96 allocated parking spaces and 21 visitor spaces provided and this would result in a total of 117 parking spaces for the development which is 1.2 spaces per dwelling so is slightly below the 1.3 to 1.5 space per dwelling as required by the Design Code 'pr6' (parking arrangements) and

condition 15 of the outline permission. The proposal would not change any of the remaining parking provision (outside of the red line area) as approved for Phases 4 and 5.

- 6.21 The houses would have a mix of off street and some on street allocated parking. All apartments would have allocated parking provided in parking courts for each of the three blocks of apartments. All visitor parking would be either on street or allocated within the parking courts to the apartments. A 'Parking Management Strategy' 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 Management Strategy' also advises that all internal roads within the site will remain private and maintained by a private management company, who will also be responsible for signage, lighting and controlling any unauthorised car parking.
- 6.22 For cycle parking a total of 158 spaces (128 allocated and 30 visitor spaces) would be provided through this application. Each house will be provided within an outbuilding within the rear garden for the property which can be used for covered and secure cycle parking. Each apartment would be allocated a cycle parking space within a communal secure and sheltered cycle parking store. Visitor cycle parking would be provided in the public realm such as within the open space area and within the cycle parking stores for the apartments. The proposed parking arrangements would accord with Design Code 'pr4' (cycle parking/storage), which requires 'on plot cycle parking facilities and cycle parking facilities within the public realm'.
- 6.23 The Council's Highway Officer raises no objection and the proposed car and cycle parking arrangements are acceptable in regard to paragraph 102 of the NPPF and policy PMD8.

Travel Plan

- 6.24 The proposed development would give rise to the need for a Travel Plan to promote sustainable modes of transport to accord with policy PMD10 and paragraph 111 of the NPPF. The applicant's TA refers to the Travel Plan from the outline permission but either that Travel Plan or an updated Travel Plan would need to be secured through a planning condition. The Travel Plan shall require targets of decreasing single occupancy car usage, increase walking and cycling to the development, increase bus and train usage, and increase car sharing and car club uses. The Council's Travel Plan Co-ordinator raises no objection subject to the need for further details within a travel plan and associated monitoring which can be secured through a planning obligation and the details of the Travel Plan secured through planning condition.

V. FLOOD RISK AND DRAINAGE

- 6.25 The site is not within a high risk flood zone as it is located in lowest risk flood zone (Flood Zone 1) but as the development is more than 1 hectare in size the planning legislation requires the submission of a Flood Risk Assessment (FRA). As the site is Flood Zone 1 the Sequential and Exception Tests, as set out in the NPPF and PPG do not need to be applied and the FRA demonstrates the site would be safe from flooding.
- 6.26 In terms of drainage the surface water drainage would use the attenuation system which is included within the previous Phase 4 permission and the Drainage Strategy demonstrates the future flow rates from the site would remain unchanged for this application, when compared to the information approved for Phases 4 and 5. The attenuation system comprises of impermeable surfacing draining via pipes in the roads to attenuation tanks and there are three attenuation tanks proposed within the location of the three blocks of apartments. The Flood Risk Manager raises no objection subject to the use of planning conditions requiring a detailed surface water drainage scheme, details of the future management and maintenance arrangements, and the requirement for existing pipes within the site to be cleared and restored to a working condition, which will ensure the drainage requirements to accord with the NPPF and PPG, and policy PMD15.
- 6.27 The foul drainage would connect to the foul drainage systems managed by Anglian Water who have no objections.

VI. AIR QUALITY AND NOISE

- 6.28 The site is not within an Air Quality Management Area (AQMA) and the applicant's Air Quality Assessment identifies that existing sources of airborne pollution would be from rail emissions and vehicle emissions. Whilst the proposal would increase vehicle movements in the area the increased traffic would not have a significant impact upon local air quality for future residents in this location. There are no objections raised by the Council's Environmental Health Officer and therefore the proposal would not cause any unacceptable effects from air pollution in regard to policy PMD1 or paragraph 181 of the NPPF.
- 6.29 The site is located adjacent to the branch railway line that links Grays to Upminster and the site is close to Ockendon station. The applicant's Noise Assessment demonstrates that noise level monitoring was carried out in February 2020 to determine the noise climate adjacent to the railway boundary. The Noise Assessment results identify that the typical rail noise level was 59dB. Block 6 is nearest to the railway line but has no habitable room windows facing towards the railway line. Instead windows are located on the north, south and west elevation and would be at

a distance of 19m from railway track. The nearest window facing the railway would be 30m away.

- 6.30 For habitable rooms nearest the railway line mitigation would be required and the Noise Assessment recommends these habitable rooms are fitted with specific glazing units and acoustic rated vents. This approach is similar to the requirements of condition 10 of the outline permission, which required mitigation measures to the early phases of development in the wider site. There are no objections raised by the Council's Environmental Health Officer subject to the noise mitigation measures being agreed through a planning condition and this will ensure the amenities of future residents are not subject to noise disturbance, in accordance with the requirements of policy PMD1 and paragraph 180 of the NPPF.

VII. EFFECT ON NEIGHBOURING PROPERTIES

- 6.31 From the previous permissions the Design Code 'bf12' (privacy and back to back distances) required a 22m distance back to back distance from habitable rooms to avoid unnecessary privacy intrusion. The majority of the earlier phases of the development achieved this requirement, with the exception of a few plots. This application shall therefore apply the same requirement as the proposal is part of the wider development area. The plans demonstrate that at least 22m back to back distance on all housing plots, apart from plot 236 which would be 21.5m but given this is one plot that is only fractionally below the previous Design Code requirement this is not considered grounds for refusal. Therefore the proposed layout of housing and apartment blocks would not lead to any significant loss of privacy for the future occupier's dwellings in Phase 4 of the development.
- 6.32 Directly to the south of application site is Phase 3 where there are houses with rear gardens which back onto the site. The proposed housing layout and apartment block 6 would not impact upon these properties in terms of privacy or obtrusiveness. The south elevation of apartment block 5 would be 2m from the common boundary between the houses to the south in Phase 3 and would result in a building to building distance ranging between 11.5m and 13.5m. There would be no windows in the south elevation of Block 5 so no material overlooking/loss of privacy would result. The outlook from these houses would be similar to the approved house type (house type D1) from the reserved matters application (18/00308/REM) with the outlook facing the blank wall. The side elevation of the approved house type was 9.5m high ground to ridge height and the blank wall of Block 5 would be 7.5m ground to parapet height. It is noted that the block steps up high to 3 and 4 storeys but this stepping arrangement is further away from the houses in Phase 3. For these reasons the proposal would not significantly impact upon privacy or result in obtrusiveness to the occupiers to the south of the site.

- 6.33 The proposed layout of the development would involve more traffic movements and some of the ground floor plots to Apartment Block 4 would be in close proximity to parking spaces but the layout is considered acceptable with regard to residential amenity.
- 6.34 Overall the proposal would be acceptable with regard neighbouring impact and policies PMD1 and PMD2.

VIII. REFUSE AND RECYCLING

- 6.35 A 'Site Refuse Strategy Plan' shows that each house would have space within their rear garden for refuse/recycling provision and the apartment blocks would have detached communal refuse/recycling stores within the car parking courts. The plan shows that all refuse/recycling facilities can be accessed for all collection vehicles. The site's refuse and recycling strategy follows the approach taken as a requirement of condition 25 of the outline permission and Design Code 'pr5' (bin storage/recycling) so is consistent with the approach for the wider site. Therefore there are no objections raised with regard to policy PMD2.

IX. ENERGY AND SUSTAINABLE BUILDINGS

- 6.36 The roofs of the apartment blocks would include photovoltaic panels and rainwater harvesting plan (water butts) would be provided for each house. These details would accord with the requirements of policies PMD12 and PMD13 for sustainable development and the use of renewable energy sources. Similarly with the outline permission condition 8 required sustainable design and construction for each phase of development so the current proposals are consistent with the previous phases of development at the wider site.

X. VIABILITY AND PLANNING OBLIGATIONS

- 6.37 Policy PMD16 of the Core Strategy indicates that where needs would arise as a result of development the Council will seek to secure planning obligations under Section 106 of the Town and Country Planning Act 1990 and any other relevant guidance. The policy states that the Council will seek to ensure that development contribute to proposals to deliver strategic infrastructure to enable the cumulative impact of development to be managed and to meet the reasonable cost of new infrastructure made necessary by the proposal.
- 6.38 Following changes in legislation (Community Infrastructure Levy Regulations), in April 2015 the Council produced its Infrastructure Requirement List (IRL) which changed the way in which planning obligations through section 106 agreements can be sought. In September 2019 the pooling restrictions were removed through the

updated Community Infrastructure Levy Regulations but the Council continues to maintain the Infrastructure Requirement List (IRL) to provide an up to date list of physical, social and green infrastructure to support new development in Thurrock. This list is bi-annually reviewed to ensure it is up to date. The IRL applies a number of different development scenarios.

- 6.39 The proposal is a standalone full planning application and so would be different from the requirements of the outline permission for the wider site. From the consultation process planning obligations are sought as follows:
- For 35% of the development to be for affordable housing provision as required by policy CSTP2;
 - An education contribution of £267,187.15 for nursery, primary and secondary education provision;
 - Travel Plan monitoring fee of £525 per annum for at least 5 years.
- 6.40 The application offers the following planning obligations:
- A financial contribution of £198,098 towards nursery and primary education;
 - A financial contribution of £58,000 towards additional healthcare;
 - 6% affordable housing provision.
- 6.41 The planning obligations derive from applicant's Financial Viability Assessment. The applicant's Financial Viability Assessment which has been considered by the Council's independent viability assessors. The independently reviewed report identifies that the scheme can provide £288,122 that can be used to secure an education contribution, a healthcare contribution and the travel plan monitoring fee.
- 6.42 The independently reviewed report has also assessed that 6% affordable housing can be provided for this development. Whilst this level of affordable housing is below what policy CSTP2 requires (35% of the development) the policy does allow an exception where financial viability can be considered on sites in Thurrock that were subject to previously development land and subject to physical constraints. It should also be noted that the previous outline permission allowed for between 10% to 42.5% affordable housing through the s106 agreement subject to financial viability testing, with the majority of the development providing 10% affordable housing provision.
- 6.43 The independent viability advisor states that 'if the Council were minded to grant planning permission then a viability review mechanism should be included within the s106 legal agreement' and it is recommended that the viability review is carried out if development has not substantially started within 24 months of the consent being granted.

XI. SUSTAINABILITY

- 6.44 As part of the planning balance consideration has to be given to the Environmental, Social and Economic objectives as outlined in paragraph 8 of the NPPF with all three needing to be satisfied to achieve sustainable development and for the 'presumption in favour of sustainable development' to apply, as set out in paragraph 11 of the NPPF. It therefore needs to be demonstrated through any future submission that sustainable development is achieved.
- 6.45 For the economic objective the proposal would create employment opportunities for the construction phase. When the development is occupied new residents would provide household spending within the local economy. The dwellings would provide an opportunity for local people to live and work in this area.
- 6.46 For the social objective the development would help create a new community at this site. For both the social and economic objective the development would provide dwellings for the area and contribute towards the Council's five year housing land supply
- 6.47 For the environmental objective the proposed developments would deliver a high quality designed development consistent with the approach from the previous permissions at the site and in particular a continuation of Phases 4 and 5. Energy efficient measures are proposed through this application and would also be secured through the Building Regulations. The development would be built to surface water management measures to reduce flooding. The implementation of noise mitigation measures would make the apartments adjacent to the railway habitable for future occupiers. As identified above the site is accessible by a range of transport modes.
- 6.48 It is therefore considered that the development can meet the Environmental, Social and Economic objectives as outlined in paragraph 8 of the NPPF.

XII. OTHER MATTERS

- 6.49 Due to previous uses of the land, the site has been subject to a contaminated land report including recommendations for mitigation measures that was discharged through a discharge of condition application, reference 17/01566/CONDC, prior to commencement of development for Phases 4 and 5 and therefore included this site, which forms part of Phase 4. The Environmental Health Officer has identified the need for a verification report to be provided by condition.
- 6.50 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 is consistent with the previous permissions for all phases of development at the wider site.

7.0 CONCLUSIONS AND REASONS FOR APPROVAL

7.1 This proposal would result in a change to the permitted 35 dwellings occupying this part of the site that was approved through fourth and fifth phases of development at the wider site. The change would result in the provision of 92 dwellings on the site and therefore a net increase of 57 dwellings and in total a development of 677 dwellings on the former Ford factory site.

7.2 The increase in dwellings at the site and applicant's immediate build programme would contribute to the Council's 5 year housing land supply and would provide more apartments in this sustainable lactation to meet the housing mix and needs of the Borough, making best use of urban land. The proposal would bring forward a high quality designed development which would represent a continuation of the design approach currently being built in Phases 4 and 5 of the previous permission. All other material considerations are considered acceptable subject to conditions and obligations where necessary.

7.3 Therefore the recommendation for approval of planning permission is subject to completion of a section 106 agreement and subject to the planning conditions,

8.0 RECOMMENDATION

8.1 Approve, subject to the following:

i) the completion and signing of an obligation under s.106 of the Town and Country Planning Act 1990 relating to the following heads of terms:

- Provision of 6% Affordable Housing;
- A financial contribution of £267,187.15 towards nursery, primary and secondary education provision;
- A financial contribution of £18,282.85 towards NHS healthcare improvements in the local area;
- Travel Plan monitoring fee of £525 per annum for 5 years (£2,625 in total).

Viability review mechanism

- In the event that development has not reached slab level for 50 plots within 2 years of the grant of planning permission, a financial viability review shall be undertaken by the applicant / developer / owner to

assess whether the development can generate a commuted sum towards affordable housing and / or relevant infrastructure.

ii) the following planning conditions:

Standard Time

1. The development hereby permitted must be begun not later than the expiration of 3 years from the date of this permission.

Reason: In order to comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

Approved Plans

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

Plan Number(s):		
Reference	Name	Received
R9052-CUR-20-XX-DR-C-2001-P03	Drainage Layout	6th November 2020
R9052-CUR-20-XX-DR-C-2002-P04	Drainage Layout	6th November 2020
R9052-CUR-20-XX-DR-C-2003-P05	Drainage Layout	6th November 2020
R9052-STN-18-00-DR-A-0902-P60	Site Layout	11th December 2020
R9052-STN-18-00-DR-A-0903-P57	Site Layout	6th November 2020
R9052-STN-18-ZZ-DR-A-0900-P50	Location Plan	6th July 2020
R9052-STN-18-ZZ-DR-A-0904-P57	Roof Plans	6th November 2020
R9052-STN-18-ZZ-DR-A-0905-P57	Other	6th November 2020
R9052-STN-18-ZZ-DR-A-0906-P60	Other	11th December 2020
R9052-STN-18-ZZ-DR-A-0908-P57	Other	6th November 2020
R9052-STN-18-ZZ-DR-A-0909-P57	Other	6th November 2020
R9052-STN-18-ZZ-DR-A-0910-P57	Other	6th November 2020
R9052-STN-18-ZZ-DR-A-0912-P57	Other	6th November 2020
R9052-STN-18-ZZ-DR-A-0913-P57	Site Layout	6th November 2020
R9052-STN-20-01-DR-A-1051-P57	Floor Layout	6th November 2020
R9052-STN-20-02-DR-A-1052-P57	Floor Layout	6th November 2020
R9052-STN-20-03-DR-A-1053-P57	Floor Layout	6th November 2020
R9052-STN-20-EL-DR-A-2000-P49	Elevations	6th July 2020

R9052-STN-20-EL-DR-A-2001-P49	Elevations	6th July 2020
R9052-STN-20-EL-DR-A-2140-P56	Elevations	6th November 2020
R9052-STN-20-EL-DR-A-2150-P57	Elevations	6th November 2020
R9052-STN-20-EL-DR-A-2160-P57	Elevations	6th November 2020
R9052-STN-20-GF-DR-A-1040-P49	Floor Layout	6th July 2020
R9052-STN-20-GF-DR-A-1050-P57	Floor Layout	6th November 2020
R9052-STN-20-GF-DR-A-1060-P57	Floor Layout	6th November 2020
R9052-STN-20-R0-DR-A-1042-P49	Roof Plans	6th July 2020
R9052-STN-20-R0-DR-A-1054-P57	Roof Plans	6th November 2020
R9052-STN-20-R0-DR-A-1062-P57	Roof Plans	6th November 2020
R9052-STN-20-XX-DR-A-4006-P50	Other	6th July 2020
R9052-STN-20-XX-DR-A-4007-P57	Other	6th November 2020
R9052-STN-20-ZZ-DR-A-1000-P49	Floor Layout	6th July 2020
R9052-STN-20-ZZ-DR-A-1001-P49	Floor Layout	6th July 2020
R9052-STN-20-ZZ-DR-A-1041-P49	Floor Layout	6th July 2020
R9052-STN-20-ZZ-DR-A-1061-P57	Floor Layout	6th November 2020
R9052-STN-20-ZZ-EL-A-0920-P57	Elevations	6th November 2020
R9052-STN-18-ZZ-DR-A-0911-P57	Other	6th November 2020
2044 09 General Arrangement Plan	Landscaping	6th November 2020
2044 B POS Sketch Masterplan	Landscaping	6th November 2020
R9052-CUR-20-00-DR-C-2004-P01	Drainage Layout	6th November 2020
R9052-CUR-20-00-XX-RP-C-00001-V06	Drainage Layout	6th November 2020
R9052-CUR-18-XX-DR-D-7002-C11	Drainage Layout	6th November 2020
R9052-STN-20-XX-DR-A-4007-P57	Floor Layout	6th November 2020
R9052-CUR-18-XX-DR-C-9208-P14	Other	9th December 2020
R9052-CUR-20-00-DR-D-7216-P01	Drainage Layout	4th December 2020
R9052-CUR-18-XX-DR-D-7215-P04	Drainage Layout	4th December 2020
R9052-STN-18-ZZ-DR-A-0907-P61	Other	11th December 2020

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

Materials

3. The materials to be used on the external surfaces of the development hereby approved, as referred to on the approved 'Site External Materials Plan', shall match those used on the external finishes of the Phase 4 and Phase 5 planning permission from references 09/50035/TTGOUT, 18/00308/REM and 18/00309/CONDC.

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

Secured by Design

4. No development above ground level shall commence until details have been submitted to and approved and in writing by the local planning authority that demonstrate how the principles and practices of the Secured By Design 2019 have been incorporated into the design. The Development shall be carried out in accordance with the approved details.

Reason: In the interest of creating safer, sustainable communities in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2015).

Boundary Treatment

5. All boundary treatments, as referred to on the approved 'Site Boundary Treatment Plan', shall match those boundary treatments used in Phase 4 and Phase 5 of planning permission from references 09/50035/TTGOUT, 18/00308/REM and 18/00309/CONDC.

Reason: In order to safeguard the amenities of neighbouring occupiers, in the interests of the visual amenity of the area and to ensure that the proposed development, in the Green Belt, does not have a detrimental effect on the environment as required by policies PMD1, PMD2 and policy PMD6 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Landscaping Scheme

6. No development above ground level shall take place until full details of the provision and subsequent retention of both hard and soft landscape works on the site have been submitted to and approved in writing by the local planning authority.

The Soft Landscaping works shall include:

- 1) Details of proposed schedules of species of trees and shrubs to be planted, planting layouts with stock sizes and planting numbers/densities.
- 2) Details of the planting scheme implementation programme, including ground protection and preparation, weed clearance, stock sizes, seeding rates, planting methods, mulching, plant protection, staking and/or other support.
- 3) Details of the aftercare and maintenance programme.

The soft landscape works shall be carried out as approved within the first available planting season (October to March inclusive) following the commencement of the development unless otherwise agreed in writing by the local planning authority. If within a period of five years from the date of the planting of any tree or plant, or any tree or plant planted in its replacement, is removed, uprooted, destroyed, dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or plant of the same species and size as that originally planted shall be planted in the same place, unless the local planning authority gives its written consent to any variation.

Hard Landscaping works shall include:

- 4) Details of walls with brick types, construction design and dimensions
- 5) Details of paved surfacing, with materials finishing and edgings
- 6) Details of street furniture, with designs materials and dimensions

The hard landscape works shall be carried out as approved prior to the occupation of the development hereby approved and retained and maintained as such thereafter.

Reason: To secure appropriate landscaping of the site in the interests of visual amenity and the character of the area in accordance with policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Open Space and Landscaping Management and Maintenance

7. Prior to the occupation of the development details of the future management arrangements for the maintenance of the open space and landscaping of the site shall be submitted to and approved in writing by the local planning authority. The management details as approved shall be implemented and managed at all times thereafter following first occupation of the development.

Reason: In the interests of visual amenity and to accord with policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management

of Development DPD (2015).

Estate Road Construction

8. The carriageways and footways as shown on the approved plans shall be constructed up to and including base course surfacing to ensure that each dwelling prior to occupation has a properly consolidated and surfaced carriageway and footway, between the dwelling and the existing highway. Until final surfacing is completed, the footway base course shall be provided in a manner to avoid any upstands to gullies, covers, kerbs or other such obstructions within or bordering the footway. The carriageways, footways and footpaths in front of each dwelling shall be completed with final surfacing within twelve months from the occupation of such dwelling.

Reason: To ensure roads/footways are constructed to an appropriate standard in the interests of highway safety in accordance with policies PMD2 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Parking Provision

9. Prior to the occupation of the development the vehicle parking areas shown on the approved 'Site Parking Strategy Plan', including any parking spaces for the mobility impaired, shall be hard surfaced, sealed and marked out as shown on the approved plans. The vehicle parking area(s) shall be maintained and retained in this form at all times thereafter. The vehicle parking area(s) shall not be used for any purpose other than the parking of vehicles that are related to the use of the approved development.

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

Parking Management Strategy

10. Prior to the occupation of the development a Parking Management Strategy specifying the restrictions on car parking, what constitutes an enforceable parking offence, how and by whom this will be administered and enforced shall be submitted to and approved in writing by the local planning authority. The Parking Management Strategy shall be implemented and thereafter retained for the duration of the residential use in accordance with the agreed Car Parking Management Strategy unless the prior written approval of the local planning authority is obtained to any variation.

Reason: In the interests of highway safety and to ensure that adequate car parking provision is available in accordance with policies PMD8 and PMD9 of the adopted

Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Electric Charging Points

11. Prior to the occupation of the development details of electric charging points for parking spaces shall be submitted to and approved by the local planning authority. The electric charging points shall be installed as approved prior to occupation of the development and shall be maintained and retained in this form at all times thereafter.

Reason: In the interests of sustainability and to ensure that adequate car parking provision is available for electric vehicles in accordance with policies PMD8 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Cycle Parking Provision

12. Prior to the occupation of the development the cycle parking provision as shown on the approved 'Site Parking Strategy Plan', shall be provided prior to the occupation of the development and retained for such purposes thereafter.

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

Travel Plan

13. Prior to the occupation of the development, a Travel Plan shall be submitted to and agreed in writing with the local planning authority. The Travel Plan shall include detailed and specific measures to reduce the number of journeys made by car to the site and shall include specific details of the operation and management of the proposed measures. The commitments explicitly stated in the Travel Plan shall be binding on the applicants or their successors in title. The measures shall be implemented upon the occupation of the development and shall be permanently kept in place unless otherwise agreed in writing with the local planning authority. Upon written request, the applicant or their successors in title shall provide the local planning authority with written details of how the measures contained in the Travel Plan are being undertaken at any given time.

Reason: To reduce reliance on the use of private cars, in the interests of sustainability, highway safety and amenity in accordance with Policy PMD10 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Surface Water Drainage Scheme

14. No development, with the exception of demolition, shall commence until the detailed surface water drainage scheme, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall include detailed engineering drawings of each component and feature of the drainage scheme. The detailed surface water drainage scheme shall be implemented as approved prior to occupation of the development and shall be maintained and retained as such thereafter.

Reason:

- To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
- To ensure the effective operation of SuDS features over the lifetime of the development.
- To provide mitigation of any environmental harm which may be caused to the local water environment
- Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site.

All in accordance with Policy PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2015).

Surface Water Maintenance Plan

15. No development, with the exception of demolition, shall commence until a Maintenance Plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, has been submitted to and agreed, in writing, by the local planning authority. Should any part be maintainable by a maintenance company, details of long term funding arrangements shall be provided and be implemented for all times thereafter.

Reason: To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk. In accordance with policy PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Surface Water Yearly Logs

16. The applicant or any successor in title must maintain yearly logs of maintenance which shall be carried out in accordance with any Maintenance Plan. These shall be made available for inspection upon the written request of the Local Planning Authority.

Reason: To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk. All in accordance with Policy PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2015).

Foul Drainage Connection

17. The proposed foul drainage systems shall connect to the existing foul drainage systems for existing development.

Reason: To ensure the incorporation of an appropriate drainage scheme and to avoid pollution of the water environment and to minimise flood risk in accordance with policies PMD1 and PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Clearance of Existing Water Pipes

18. No development shall commence until the existing pipes within the extent of the site, which will be used to convey surface water, are cleared of any blockage and are restored to a fully working condition.

Reason: To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk. All in accordance with Policy PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2015).

Noise Mitigation Measures

19. Prior to the occupation of the development the noise mitigation measures as identified in the Report on Existing Noise Climate Revision 5 dated 5 November 2020 shall be installed during the construction of the development. The noise mitigation measures shall be maintained, where necessary, and retained at all times thereafter.

Reason: To protect the amenities of residential occupiers from nearby noise sources in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

Contamination and Remediation – Validation Report

20. Following the completion of measures identified in the Remediation Strategy and Verification Plan for discharging condition 20 of 09/50035/TTGOUT an updated validation report that demonstrates the effectiveness of the remediation carried out to this application site shall be submitted to and approved in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy PMD1 of the adopted Thurrock Core Strategy and Policies for the Management of Development (2015).

Unforeseen Contamination

21. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared and be submitted for approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a validation report must be prepared, which is subject to the approval in writing of the local planning authority in accordance with Condition.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy PMD1 of the adopted Thurrock Core Strategy and Policies for the Management of Development (2015).

Piling

22. Piling or any other foundation designs using penetrative methods shall not be used unless a report has been submitted to, and agreed in writing by, the local planning authority demonstrating that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: Contamination has been identified at the site. The foundation piles in or through contaminated land has the potential to mobilise contaminants which can result in their release into the groundwater. The groundwater in the vicinity of the site may

be abstracted for industrial or domestic use and hence must be kept free from pollution in accordance with policy PMD1 of the adopted Thurrock Core Strategy and Policies for the Management of Development (2015).

Energy and Sustainability Measures

23. No development shall commence until details of measures to demonstrate that the development will achieve the generation of at least 20% of its energy needs through the use of decentralised, renewable or low carbon technologies shall be submitted to and approved in writing by the local planning authority. The approved measures shall be implemented and operational upon the first use or occupation of the buildings hereby permitted and shall thereafter be retained in the agreed form unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that development takes place in an environmentally sensitive way in accordance with Policy PMD13 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2015).

Rainwater Harvesting

24. The rainwater harvesting and water resource efficiency as shown on the 'Site Sustainability Plan' shall be constructed and completed prior to the first occupation of the development and retained for such purposes at all times thereafter.

Reason: To ensure the sustainability of the potable water supply to the development and wider area through efficient use of water resources in accordance with policies PMD1 and PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2015).

Refuse and Recycling

25. The refuse and recycling storage facilities as shown on the 'Site Refuse Strategy Plan' shall be constructed and completed prior to the first occupation of the development and retained for such purposes at all times thereafter.

Reason: To ensure that refuse and recycling provision is provided in the interests of visual amenity of the area in accordance with policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).

External Lighting

26. Prior to the occupation of the development details of any external lighting, with the exception of lighting within residential plots, shall be submitted to and agreed in writing

by the local planning authority. The details shall include details of the spread and intensity of light together with the size, scale and design of any light fittings and supports. The approved external lighting shall only be implemented and operated in accordance with the agreed details.

Reason: In the interests of amenity and to ensure that the proposed development is integrated within its surroundings as required by policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2015).

Superfast Broadband

27. The dwellings within the development shall be provided with the means of connecting to superfast broadband. Upon occupation of a dwelling, either a landline or ducting to facilitate the provision of a broadband service to that dwelling from a site-wide network, shall be in place and provided as part of the initial highway works and in the construction of frontage thresholds to dwellings that abut the highway, unless evidence is put forward and agreed in writing by the local planning authority that technological advances for the provision of a broadband service for the majority of potential customers will no longer necessitate below ground infrastructure.

Reason: In order to ensure that suitable infrastructure is provided at the site for the benefit of occupiers, in accordance with paragraph 112 of the NPPF.

All Services to be run underground

28. All electrical and telephone services to the development shall be run underground.

Reason: In the interests of visual amenity and the integrity of the design in accordance with policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD (2015).

Construction Environmental Management Plan (CEMP)

29. No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority in writing. The CEMP should contain or address the following matters:

- (a) Hours of use for the construction of the development;
- (b) Hours and duration of any piling operations;
- (c) Vehicle haul routing in connection with construction, remediation and engineering operations;
- (d) Wheel washing and sheeting of vehicles transporting loose aggregates or similar materials on or off site;

- (e) Details of construction any access or temporary access, and details of temporary parking requirements; Road condition surveys before demolition and after construction is completed; with assurances that any degradation of existing surfaces will be remediated as part of the development proposals. Extents of road condition surveys to be agreed as part of this CEMP;
- (f) Location and size of on-site compounds (including the design layout of any proposed temporary artificial lighting systems);
- (g) Details of any temporary hardstandings;
- (h) Details of temporary hoarding;
- (i) Method for the control of noise with reference to BS5228 together with a monitoring regime;
- (j) Measures to reduce vibration and mitigate the impacts on sensitive receptors together with a monitoring regime;
- (k) Dust and air quality mitigation and monitoring;
- (l) Water management including waste water and surface water discharge;
- (m) Method statement for the prevention of contamination of soil and groundwater and air pollution, including the storage of fuel and chemicals;
- (n) A Site Waste Management Plan;
- (o) Ecology and environmental protection and mitigation;
- (p) Community liaison including a method for handling and monitoring complaints, contact details for site managers;
- (q) Details of security lighting layout and design; and
- (r) A procedure to deal with any unforeseen contamination, should it be encountered during development.

Development on site shall only take place in accordance with the approved CEMP.

Reason: In order to minimise any adverse impacts arising from the construction of the development and to ensure the construction phase does not materially affect the free-flow and safe movement of traffic on the highway; in the interest of highway efficiency, safety and amenity, in accordance with Policy PMD1 of the Adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development DPD (2015).

Documents:

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online: <http://regs.thurrock.gov.uk/online-applications>

