

<p>Reference: 21/02190/FUL</p>	<p>Site: Land Adjoining Tamarisk Road South Ockendon Essex</p>
<p>Ward: Ockendon</p>	<p>Proposal: Erection of five buildings to provide 38 residential apartments (Use Class C3) with car parking, cycle parking, new primary and secondary vehicular accesses, soft and hard landscaping including amenity space and associated works</p>

Plan Number(s):		
Reference	Name	Received
SSSOX-BPA-ZZ-XX-DR-A-P0000	Site Location Plan A	29 December 2021
SSSOX-BPA-ZZ-XX-DR-A-P0010 Rev A	Existing Site Plan	29 December 2021
SSSOX-BPA-ZZ-XX-DR-A-P0300	Existing Site Sections	29 December 2021
SSSOX-BPA-ZZ-XX-DR-A-P1101 Rev B	Proposed Site Plan	26 August 2022
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SSSOX-BPA-ET-XX-DR-A-P3100	Eastern Typology Plans	29 December 2021
SSSOX-BPA-ET-XX-DR-A-P3101	Eastern Typology Elevations	29 December 2021
SSSOX-BPA-ET-XX-DR-A-P3102	Eastern Typology Sections	29 December 2021
SSSOX-BPA-WT-XX-DR-A-P3110	Western Typology Plans	29 December 2021
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SSSOX-BPA-ST-XX-DR-A-P3120	Southern Typology Plans	29 December 2021
SSSOX-BPA-ST-XX-DR-A-P3121 Rev A	Southern Typology Elevations	26 August 2022
SSSOX-BPA-ET-XX-DR-A-P3122	Southern Typology Sections	29 December 2021

The application is also accompanied by:

- Acoustic Assessment Report, ref:11453.RP01.AAR.0, RBA Acoustics, 15 December 2021
- Air Quality Assessment, ref: AS-21-1218-RPT-01 Rev 1, Atmospheric Solutions, 9 December 2021
- Arboricultural Impact Assessment and Method Statement, ref: PRI23585aia_ams, ACD Environmental, 7 January 2022
- Daylight and Sunlight Report, ref: L210418/PS/G8, Calford Seadon, December 2021
- Design and Access Statement Rev A, Bell Phillips Architects, 17 December 2021, Parts 1 – 3
- Drainage Strategy, ref: 5504, Holloway Jennings, December 2021
- Ecological Impact Assessment, ref: bpthur/2005007, ACD Environmental, 22 December 2021
- Energy Strategy Proposals, Ref: C210090/A1/0002 YP/II/G81 Rev 1, Calford Seadon, December 2021

- Exterior Lighting Note, Calford Seadon
- Flood Risk Assessment, ref: GEOL21-8669, Issue 2, GEOL Consultants Ltd. 21 December 2021 – Parts 1 – 3
- Land Contamination Report- Phase 1, ref: GEOL21-8669, GEOL Consultants Ltd. 17 December 2021 – Parts 1 – 7
- Landscape Statement, ref: 5490-OOB-XX-XX-RP-L-0001 Rev P06, Oobe, December 2021, Parts 1 and 2
- Network Rail Note, ref: K210412 /C4/0005, Calford Seadon, 1 December 2021
- Planning and Affordable Housing Statement, DLBP, December 2021
- Structural Design Extent, Holloway Jennings, December 2021
- Sustainable Design and Construction Statement, ref: C210090/A1/0003 YP/II/G81 Rev: 1, Calford Seadon, December 2021
- Transport Statement, ref: bpthur/2005007 2nd Issue, Motion, 9 December 2021, Parts 1 – 4 & Addendums October 2022 and January 2023
- Tree Survey and Plan, ref: PRI23585ts, ACD Environmental, 20 December 2021
- Viability Report, Town Centre Regeneration, February 2022

Applicant:
Major Commercial

Validated:
29 December 2021
Date of expiry:
17 July 2023 (Extension of time agreed with applicant)

Recommendation: Approve, subject to conditions and s106 Legal Agreement

This application is scheduled for determination by the Council’s Planning Committee because it has been called in by Cllrs Shinnick, Fletcher, Muldowney, Watson and Worrall (in accordance with the Constitution Chapter 5, Part 3 (b), 2.1 (d) (ii)) to assess and examine the impact to infrastructure, increased traffic, concerns about access, parking, potential privacy and amenity, design and street scene concerns and lack of doctors, dentist and school places.

1.0 DESCRIPTION OF PROPOSAL

- 1.1 This application seeks full planning permission for the development of 38 dwellings residential apartments in five blocks with car parking, cycle parking, new primary and secondary vehicular accesses, soft and hard landscaping including amenity space and associated works
- 1.2 Table 1 below summarises some of the main points of detail contained within the development proposal:

Site Area (Gross)	0.5 hectares				
Height	Three/four storey flat blocks				
Units (All)	Type (ALL)	1-bed	2-bed	3-bed	TOTAL
	Flats	20	10	8	38
	TOTAL	20	10	8	38
Car parking	32 spaces (average of 0.84 spaces per unit) Provision of car club facilities for at least one vehicle.				
Amenity Space for units	All units have a private balcony or patio area. Communal amenity space.				
Density	76 units per hectare				

2.0 SITE DESCRIPTION

- 2.1 The application site is a mainly triangular shaped parcel of land located to the south of Ockendon Station, between the railway line and Tamarisk Road in South Ockendon. The site is presently an area of mainly flat scrub land formerly used as railway sidings.
- 2.2 The land to the east, south and south-west of the site is a residential area of South Ockendon. To the north is South Ockendon station. To the north-west of the site and across the railway line lies a Next distribution centre. The site lies within flood zone 1.

3.0 RELEVANT HISTORY

Application Reference	Description of Proposal	Decision
14/00755/OUT	Development of the site for the provision of 7 houses and 10 flats (outline application with Access, Layout and Scale for consideration)	Refused
11/00732/OUT	Development of site for up to 16 dwellings (Outline application with all matters reserved)	Refused
97/00590/OUT	Use of land for light industry, research and development and/or offices	Approved

4.0 CONSULTATIONS AND REPRESENTATIONS

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

PUBLICITY:

4.2 This application has been advertised by way of individual neighbour notification letters, newspaper advertisement, and public site notice which has been displayed nearby. There were four comments of objection received, from three different properties. The matters raised were:

- Lack of doctors, dentists and schools
- Lack of parking
- Additional traffic
- Access to site
- Overlooking properties opposite
- Out of character
- Increased pollution
- Increased noise
- Effect to wildlife

4.3 ANGLIAN WATER:

No objections.

4.4 CADENT

No objection, Informative recommended

4.5 C2C:

No response received.

4.6 EDUCATION:

Request that the sum of £32,539.35 be secured through a planning obligation for secondary and nursery levels.

4.7 EMERGENCY PLANNING:

No objections.

4.8 ENVIRONMENTAL HEALTH:

No objections, subject to conditions for a Construction Environment Management Plan (CEMP), contaminated land and compliance with operational noise mitigation.

4.9 FLOOD RISK MANAGER:

No objections, subject to condition for a Surface Water Management Plan.

4.10 HIGHWAYS:

No objection, subject to conditions regarding visibility splays, parking area to be completed before occupation and a car club space to be secured through a planning obligation.

4.11 HOUSING:

Policy compliant level of affordable housing should be supplied.

4.12 LANDSCAPE & ECOLOGY:

No objections, subject to conditions regarding compliance with mitigation or details submitted.

4.13 NHS MID AND SOUTH ESSEX:

Request that the sum of £15,000 be secured through a planning obligation.

4.14 NETWORK RAIL:

No objections.

4.15 ESSEX POLICE:

Recommends that the relevant Secured by Design accreditation is achieved.

4.16 URBAN DESIGN:

No objections.

5.0 POLICY CONTEXT

National Planning Guidance

National Planning Policy Framework (NPPF)

5.1 The revised NPPF was published on 20 July 2021. Paragraph 11 of the Framework sets out a presumption in favour of sustainable development. This paragraph goes on to state that for decision taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date¹, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed²; or
 - ii any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

¹ This includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites ...

² The policies referred to are those in this Framework relating to: habitats sites and/or SSSIs, land designated as Green Belt, Local Green Space, AONBs, National Parks, Heritage Coast, irreplaceable habitats, designated heritage assets and areas at risk of flooding or coastal change.

5.2 The NPPF sets out the Government's planning policies. Paragraph 2 of the NPPF 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. The following chapter headings and content of the NPPF are particularly relevant to the consideration of the current proposals:

- 2. Achieving sustainable development
- 5. Delivering a sufficient supply of homes
- 9. Promoting sustainable transport
- 11. Making effective use of land
- 12. Achieving well-designed places
- 15. Conserving and enhancing the natural environment

National Planning Practice Guidance (PPG)

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

- Design: process and tools
- Determining a planning application
- Effective use of land
- Housing and economic land availability assessment
- Housing and economic needs assessment
- Housing needs of different groups
- Housing: optional technical standards
- Renewable and low carbon energy
- Travel plans, transport assessments and statements in decision-taking
- Use of Planning Conditions

Local Planning Policy

Thurrock Local Development Framework (as amended) 2015

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

OVERARCHING SUSTAINABLE DEVELOPMENT POLICY:

- OSDP1: Promotion of Sustainable Growth and Regeneration in Thurrock

SPATIAL POLICIES:

- CSSP1: Sustainable Housing and Locations

THEMATIC POLICIES:

- CSTP1: Strategic Housing Provision
- CSTP2: The Provision of Affordable Housing
- CSTP22: Thurrock Design
- CSTP23: Thurrock Character and Distinctiveness
- CSTP27: Management and Reduction of Flood Risk

POLICIES FOR THE MANAGEMENT OF DEVELOPMENT

- PMD1: Minimising Pollution and Impacts on Amenity
- PMD2: Design and Layout
- PMD8: Parking Standards
- PMD10: Transport Assessments and Travel Plans
- PMD13: Decentralised, Renewable and Low Carbon Energy Generation
- PMD16: Developer Contributions

Thurrock Local Plan

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

preparing a new Local Plan.

Thurrock Design Strategy

5.6 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.

5.7 Thurrock Design Guide – Residential Alterations and Extensions (RAE): September 2017 - SPD

6.0 ASSESSMENT

6.1 The assessment below covers the following areas:

- I. Principle of the development
- II. Design and layout and impact upon the area
- III. Amenity space and living standards
- IV. Traffic impact, access and car parking
- V. Effect on neighbouring properties
- VI. Landscape and ecology
- VII. Contaminated land
- VIII. Flood risk/drainage
- IX. Renewable energy
- X. Planning obligations

I. PRINCIPLE OF THE DEVELOPMENT

6.2 The site is within a residential area with no specific land designation within the adopted Core Strategy. The previous planning refusals for residential development at the site were related to a previous employment designation within planning policy evidence documents. Since this time, the *Arisdale* residential development continues to be built out to the west of the railway line on previous employment land and the area has changed to being more residentially focused.

- 6.3 Policy CSSP1 (Sustainable Housing and Locations) refers to the target for the delivery of new housing in the Borough over the period of the Development Plan. This policy notes that new residential development will be directed to previously developed land in the Thurrock urban area, as well as other specified locations. The policy aims to ensure that up to 92% of new residential development will be located on previously developed land. This site constitutes previously developed land as it was in use as a railway siding. Policy CSTP1 seeks a density of at least 60 dwellings per hectare on regenerated sites such as this, which is met. Alongside the above, where a Council cannot demonstrate a 5 year housing supply there is a presumption in favour of residential development with the NPPF. Thurrock's current 5 year land supply is less than 5 years. This presumption in favour of development means that applications for housing start at a point of the planning balance weighted towards approval. This is unless there are any policy reasons to not grant planning permission.
- 6.4 In light of the above, the principle of the development is considered to be acceptable, complying with national and local planning policies.

II. DESIGN AND LAYOUT AND IMPACT UPON THE AREA

- 6.5 The proposal is within a built-up area and would consist of five separate blocks arranged out in a mews layout. There would be 3 three storey blocks facing onto Tamarisk Road. To the rear of the site adjacent to the railway line there would be a block which is part four/part two storey and the final block to the south of the site would be three storey.
- 6.6 The five blocks are split in to three different typologies: Western, Eastern and Southern.
- 6.7 Western Typology
The western block would contain 16 of the 38 homes along the mews development to provide a four-storey pair typology with each block housing two duplex flats. The duplex nature of the buildings would provide access to private gardens for the lower dwellings and top floor terraces for the upper dwellings. The four storey sections would appear effectively linked via the two storey elements breaking up the overall length and mass of the build form.
- 6.8 Eastern Typology
Along the eastern side of the mews would run three separate three-storey blocks which would cumulatively house 18 of the total 38 homes. The buildings have been designed with private terraces and courtyards facing within the site towards the mews. Dual aspect, habitable rooms have been designed to face the eastern road

side of the development to avoid overlooking into the western blocks. The eastern stretch would have front entrances to provide active frontages from the roadside.

6.9 Southern Typology

A single three-storey block would be situated to the south west of the site. This block is designed to include an undercroft car parking area on the ground floor and four flats split across the 1st and 2nd floors. The southern block would be the only flatted block in the development. All flats within the block will be accessed by a communal internal staircase and would have mews facing external balconies.

6.10 The proposal put forward is considered a quality modern design with effective detailing and large windows, which would enable the development to both fit in with and benefit the area. The proposed palette of materials would also be complementary to the character and appearance of the locality and could be controlled via suitably worded planning condition.

6.11 The proposed density is 76 dwellings per hectare. Policy CSTP1 states that a housing density of at least 60 dwellings per hectare is sought in accessible areas. Due to the proximity of the proposal to South Ockendon railway station a higher density than the prevailing form of existing development to the east of the site is considered appropriate. Within the NPPF (par 125) states *Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.* The overall medium to high density would be considered acceptable for the location.

6.12 The buildings are considered acceptable to the appearance and character of the street scene and immediate area. Accordingly, the proposal is considered to meet the aims and objectives of the NPPF and policies CSTP22, CSTP23 and PMD2 of the Core Strategy.

III. AMENITY SPACE AND LIVING STANDARDS

6.13 The internal floor area of the units exceed the minimum requirements of the Local Plan Annex of 45sqm/55sqm for a one/two bed unit. The internal sizes also exceed the national space standards. The internal sizing of the apartments would be considered acceptable for one/two/three bedroomed units and the proposed floor area provision for all of the units would be acceptable.

6.14 The levels of natural light and a ventilation to properties would be acceptable with adequate window/door coverage.

- 6.15 Communal amenity space would be proposed within the application site. There are also areas of vegetation provided for the setting of the building which would help provide the landscaped setting for the development given the higher proportion of one bed units in the development. Each flat would have a private balcony or patio area which would be acceptable for the location and immediate context. Overall, whilst there would be a shortfall in the external amenity space provided, the level of external amenity space within the scheme would be considered acceptable for the layout of the development given its urban context and location.
- 6.16 In terms of noise, Environmental Health have confirmed there needs to be the acoustic attenuation of the railway noise. A configuration of 10/12/4 double glazing for rooms overlooking the railway line including the north and south facades of the development adjacent to the railway. Standard double glazing for the other areas of the development. This minimum standard of glazing must be installed at the relevant facades of the proposed housing and will be secured by condition.
- 6.17 The living accommodation which would be provided is considered to be acceptable and complies with paragraph 130 of the NPPF and with policies PMD1 and PMD2 of the Core Strategy.

IV. TRAFFIC IMPACT, ACCESS AND CAR PARKING

- 6.18 The Council's Highway Officer has advised that the site is in an area of *medium accessibility*. Whilst it is extremely close to a railway station, it is not within an existing Controlled Parking Zone (CPZ). The broader section of Tamarisk Road is within controlled parking zone. So, whilst the application site itself is not within a residents permit parking scheme, all the adjacent roads are resulting in a high level of on-street car parking control. The development is close to frequent bus services, but the site is remote from any local amenities, such as shopping parades.
- 6.19 The vehicle access for the development would be from Tamarisk Road centrally within the proposal site. This entrance would be within an area which is traffic calmed. In the event planning permission is granted, a condition would be required to ensure the provision of suitable visibility splays for this access.
- 6.20 Network Rail need retain their access through the site, although this is just for a few times a year for maintenance. This is something that could be accommodated by the development.
- 6.21 In terms of car parking, the proposal would provide 32 spaces which equates to 0.84 spaces per unit; this is below the adopted parking standards but can be mitigated by a contribution for a car club which would be operated as part of this development, on the public highway. Therefore, the inclusion of the implementation

of a Traffic Regulation Order (TRO) for car club bays and the provision of car club facilities for at least one vehicle would be included in the s106 at a cost provision of £40,000 which the applicant has agreed to. The addition of one space, albeit on the public highway, would not meet parking standards. However, as a car club space this would benefit more than one household and the wider community. Cycle storage would be provided with one cycle space per dwelling which meets Council policy requirements.

6.22 Accordingly, it is considered that in terms of access and parking that the proposal is acceptable and would comply with policies PMD2 and PMD8.

V. EFFECT ON NEIGHBOURING PROPERTIES

6.23 The height and layout of the blocks are arranged to fit the immediate context and local character and are mindful of neighbouring amenity. There would be no unacceptable overlooking, overshadowing, overbearing impact and thereby no unacceptable loss of amenity to surrounding residential properties. The two nearest properties are across Tamarisk Road and are set away from the road. There would be a minimum separation distance of over 25m between the eastern block which directly faces Tamarisk Road, which is acceptable.

6.24 Due to the proximity of existing residential properties a condition restricting the hours of construction would be necessary. This would likely be 08.00 to 18.00 Monday to Friday, 08.00 to 13.00 Saturday and none on Sundays and Public Holidays. This has been included as part of the recommended Construction Environmental Management Plan (CEMP) condition.

6.25 The size and design of the buildings ensure that there is no unacceptable impact to any surrounding properties. The proposal would have an acceptable effect on the living conditions of neighbouring residents and would therefore comply with paragraph 130f of the NPPF, Policy PMD1 of the Core Strategy and the RAE.

VI. LANDSCAPE & ECOLOGY

6.26 The site has generally low ecological value and the proposed development would not adversely affect any statutory or non-statutory non-designated ecological sites. Precautionary measures for site clearance have been proposed; these need to be incorporated into a CEMP. Several measures have been put forward to biodiversity enhancement, including bird and bat boxes.

6.27 The arboricultural assessment confirms that the trees on and adjacent to the site are mainly low quality and so are not a constraint to development. Four Category B trees can all be retained. The proposed landscape scheme has responded to the

requirement to provide a shared use street through the mews style layout. This will require significant areas of hard landscaping. Therefore, the quality of materials and street furniture to be used will be critical in ensuring the success of the scheme. The main planting would be associated with the small park area. Other planting will mainly be restricted to small borders and site boundaries and careful choice of planting will be required to ensure it does not outgrow its location. The landscape strategy that has been submitted provides a range of trees, shrubs and perennials to be used, and these are considered appropriate. The final details of the materials and planting can be agreed by suitably worded conditions to ensure the hard and soft landscaping materials and details would be appropriate. Therefore, there is no objection to the scheme on ecology or landscape grounds.

VII. CONTAMINATED LAND

- 6.28 A Phase I Preliminary Contamination Risk Assessment was submitted with the application. Environmental Health have reviewed the report and agree with the findings that a further Phase II investigation is required for the proposed development. A risk assessment should be submitted based on the findings of the Phase II investigation. If required, a remediation method statement should be submitted and a verification report provided when the remedial works have finished. All matters relating to contamination would be suitably controlled via planning condition.

VIII. FLOOD RISK/ DRAINAGE

- 6.29 The site lies within flood zone 1, the lowest probability zone. As the site is less than 1ha, there is no flood risk assessment required. In terms of surface water drainage a preliminary drainage plan was submitted with the application. Subject to a pre-commencement planning condition for a surface water drainage scheme for the development, there are no concerns. An appropriate condition has been included and the proposals would comply with policy CSTP27.

IX. RENEWABLE ENERGY

- 6.30 Policy PMD13 requires new development of 5 or more residential dwellings, to secure, as a minimum, at least 20% of their predicted energy from decentralised and renewable or low-carbon sources, unless it can be demonstrated to the Council's satisfaction, by way of a full viability assessment, that this is not feasible or viable.
- 6.31 An energy assessment has been prepared which sets out the proposed energy use and renewable energy measures proposed. The proposals are based on a fabric

first approach with low Uvalues and thermal bridging. PV solar panels are to be provided on roofs. Therefore, the proposal meets the aims and objectives of PMD13.

X. VIABILITY AND PLANNING OBLIGATIONS

6.32 The application has been accompanied by a Viability Statement which has been considered by an external viability consultant appointed by Thurrock Council. Whilst the importance of affordable housing and community contributions is paramount, the independent assessment findings confirms that the development is not commercially viable. Policy CSTP2(3) confirms *the Council recognises that the majority of Thurrock's identified housing land supply is on Previously Developed Land often subject to a variety of physical constraints. The capacity of a site to deliver a level of Affordable Housing that can be supported financially will be determined by individual site 'open book' economic viability analysis where deemed appropriate. This analysis will take into consideration existing use values, as well as other site-specific factors.*

6.33 In this case, the applicant has agreed the following contributions:

- an Education (Nursery and Secondary levels only) contribution of £32,895.64, as per the Council's education consultation response
- a Healthcare contribution of £15,000, as per the CCG consultation response
- a Transport contribution of £40,000 for car club and related matters, as we have proposed as part of our highway strategy.

The total contributions would amount to £78, 895.64.

7.0 CONCLUSIONS AND REASONS FOR APPROVAL

7.1 The proposal would redevelop a previously developed site to provide new homes which is welcomed. National planning policies require a presumption in favour of housing development where a 5 year housing supply is no evidence. The proposal meets policies in terms of the design and layout. There would be no unacceptable impacts to any neighbouring properties. With mitigation, there would be no unacceptable impacts in terms of highways. The proposal would comply with all relevant adopted Core Strategy policies and is recommended to Members favourably.

8.0 RECOMMENDATION

Approve, subject to the following:

A) 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:

- Education (Nursery and Secondary levels only) contribution of £32,895.64
- Healthcare contribution of £15,000
- Car club and related matters contribution of £40,000

B) the following planning conditions:

TIME LIMIT

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91(1) of The Town & Country Planning Act 1990 as amended by 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):		
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SSSOX-BPA-ZZ-XX-DR-A-P0000	Site Location Plan A	29 December 2021
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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].

DETAILS OF MATERIALS

- 3 Notwithstanding the information on the approved plans, no development shall commence above ground level until written details of all materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. The development shall be carried out using the materials and details as approved.

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].

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN [CEMP]

4 No demolition or construction works 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;
- (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) Details of the 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) Measures to reduce dust with air quality mitigation and monitoring,
- (l) Details of security lighting layout and design; and
- (m) Contact details for site managers including information about community liaison including a method for handling and monitoring complaints.
- (n) Precautionary measures for site clearance in accordance with Ecological Impact Assessment, ref: bpthur/2005007, ACD Environmental, 22 December 2021

Works 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 in accordance with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

CONTAMINATED LAND

- 5 No works, including groundworks, shall take place until Phase II investigation and risk assessment, in addition to the assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the local planning authority.

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].

GROUND CONTAMINATION REMEDIATION

6

- a) If required by condition 5 above, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the local planning authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
- b) The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the local planning authority. The local planning authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification or validation report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the local planning authority.

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 LDF Core Strategy and Policies for the Management of Development [2015].

SURFACE WATER DRAINAGE

- 7 No development shall commence, other than demolition works, until a detailed surface water drainage scheme for the site, based on the submitted sustainable drainage strategy, has been submitted to and approved in writing by the local planning authority. The scheme should include but not be limited to:
1. Full details of all components of the proposed surface water drainage system including dimensions, locations, gradients, invert levels, cover levels and relevant construction details.
 2. Supporting calculations confirming compliance with the Non-statutory Standards for Sustainable Drainage, and the agreed discharge rate of 3l/s and the attenuation volumes to be provided.
 3. Details of the maintenance arrangements relating to the proposed surface water drainage system, confirming who will be responsible for its maintenance and the maintenance regime to be implemented.
 4. The surface water drainage system shall be implemented and maintained in accordance with the approved details thereafter.
 5. Infiltration tests to be carried out in line with 365 for the locations where SUDS are proposed.

The scheme shall be implemented as approved and maintained in perpetuity.

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].

SIGHT SPLAYS

- 8 Prior to development above ground level of the development hereby permitted, details of the proposed visibility splays for the vehicular access shall be submitted to and approved in writing by the local planning authority. The measures shall be implemented prior to first occupation of the development and shall be permanently retained as approved thereafter.

Reason: In the interest of highway and pedestrian 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 – AS SHOWN ON THE APPROVED PLANS

- 9 The development hereby permitted shall not be first occupied until such time as the vehicle parking areas shown on the approved plans, have been hard surfaced, sealed and marked out as shown on the plan on page 13 of the Transport Statement Addendum, Motion, 20 January 2023. The vehicle parking areas shall be retained in this form at all times thereafter and maintained for their designated purpose.

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].

REFUSE AND RECYCLING STORAGE – AS PER THE APPROVED PLANS

- 10 The refuse and recycling storage facilities as shown on the approved plans shall be constructed and completed prior to the first occupation of the development and retained for such purposes at all times thereafter.

Reason: In 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].

CYCLE PARKING – AS SHOWN ON THE APPROVED PLANS

- 11 The cycle parking facilities as shown on the approved plans shall be provided prior to the first occupation of any of the residential units and retained for such purposes thereafter.

Reason: To reduce reliance on the use of private cars, in the interests of sustainability, highway safety and amenity in accordance with Policies PMD2 and PMD8 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

ACOUSTIC ATTENUATION

- 12 Development on site shall only take place in accordance with the Acoustic Assessment Report, ref:11453.RP01.AAR.0, RBA Acoustics, 15 December 2021 and in particular the following element of that document:

- A configuration of 10/12/4 double glazing for rooms overlooking the railway line including the north and south facades of the development adjacent to the railway.

The noise insulation measures and specification shall be implemented within the residential units prior to first occupation of the development and shall be permanently retained as approved thereafter.

Reason: To protect the amenities of future residential occupiers and to ensure that the development can be integrated within its immediate surroundings in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

SUSTAINABLE DESIGN AND CONSTRUCTION STATEMENT

- 13 Development on site shall only take place in accordance with the Sustainable Design and Construction Statement, ref: C210090/A1/0003 YP/II/G81 Rev: 1, Calford Seadon, December 2021

The sustainability measures and specifications shall be implemented within the residential units prior to first occupation of the development and shall be permanently retained as approved thereafter.

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 [2015].

SOFT AND HARD LANDSCAPING SCHEME

- 14 No development shall take place above ground level until full details of both hard and soft landscape works to be carried out have been submitted to and approved in writing by the local planning authority. These details shall include the layout of the hard landscaped areas with the materials and finishes to be used and details of the soft landscape works including schedules of shrubs and trees to be planted, noting the species, stock size, proposed numbers/densities and details of the planting scheme's implementation, aftercare and maintenance programme. The hard

landscape works shall be carried out as approved prior to first occupation of the development hereby approved unless otherwise first agreed in writing by the local planning authority. 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 first 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.

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

ECOLOGY

- 15 The ecological mitigation measures within the Ecological Impact Assessment, ref: bpthur/2005007, ACD Environmental, 22 December 2021 shall be implemented in accordance with the details provided.

The measures shall be implemented prior to first occupation of the development and shall be permanently retained as approved thereafter.

Reason: In order to ensure that the interests of ecology and biodiversity are addressed in accordance with policy PMD7 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

BOUNDARY TREATMENTS

- 16 Prior to the first occupation of the development hereby approved, details of the design, materials and colour of the fences and other boundary treatments shall be submitted to and approved in writing by the local planning authority. The fences and other boundary treatments as approved shall be completed prior to the first use or operation of the development and shall be retained and maintained as such thereafter.

Reason: In order to safeguard the amenities of neighbouring occupiers and in the interests of the 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].

LIGHTING

- 17 Prior to the first occupation of the development hereby approved, details of the siting, design, materials and illumination of the proposed lighting for the development shall be submitted to and approved in writing by the local planning authority. The lighting as approved shall be completed prior to the first use or operation of the development and shall be retained and maintained as such thereafter.

Reason: In the interests of visual amenity and in order to safeguard the amenities of neighbouring occupiers in accordance with policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

SECURED BY DESIGN

- 18 Prior to the first occupation of the development hereby approved, information shall be submitted to and approved in writing by the local planning authority detailing how the development would adhere to the principles of Secured by Design. The development shall be carried out and retained in accordance with the agreed details.

Reason: To ensure that the development meets Secure by Design principles as required by policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

IMPLEMENTATION OF THE COMMUNAL AMENITY SPACE

- 19 Prior to first occupation of the development hereby permitted the communal amenity space shall be laid out and surfaced in accordance with the details as agreed under condition 14 (soft and hard landscaping). The communal amenity space shall be retained for such purposes at all times thereafter.

Reason: In the interests of providing amenity space for the future occupiers of the dwellings in accordance with policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2015].

Informative(s)

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

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

- 2 Network Rail - The developer should contact the Asset Protection Team AngliaASPROLandClearances@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works.
- 3 Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist. If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

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

