

<p><b>Reference:</b> 22/01706/TBC</p>	<p><b>Site:</b> 1 To 431 Odds Broxburn Drive South Ockendon Essex</p>
<p><b>Ward:</b> Belhus</p>	<p><b>Proposal:</b> Full planning application for redevelopment and improvement works to construct 33 affordable homes with associated landscaping and vehicle/cycle parking provision.</p>

<b>Plan Number(s):</b>		
Reference	Name	Received
13737-DB3-B01-XX-DR-A-20114F B01	Sections	16th December 2022
13737-DB3-B01-ZZ-DR-A-20111I B01	Proposed Floor Plans	16th December 2022
13737-DB3-B01-ZZ-DR-A-20112H B01	Proposed Floor Plans	16th December 2022
13737-DB3-B01-ZZ-DR-A-20113H B01	Proposed Plans	16th December 2022
13737-DB3-B01-ZZ-DR-A-20115G B01	Proposed Elevations	16th December 2022
13737-DB3-B01-ZZ-DR-A-20116F B01	Proposed Elevations	16th December 2022
13737-DB3-B02-ZZ-DR-A-20103G B02	Proposed Floor Plans	16th December 2022
13737-DB3-B02-ZZ-DR-A-20104E B02	Proposed Elevations	16th December 2022
13737-DB3-B02-ZZ-DR-A-20105D B02	Sections	16th December 2022
13737-DB3-B02-ZZ-DR-A-20106F B02	Roof Plans	16th December 2022
13737-DB3-B03-ZZ-DR-A-20107F B03	Proposed Floor Plans	16th December 2022
13737-DB3-B03-ZZ-DR-A-20108E B03	Proposed Elevations	16th December 2022
13737-DB3-B03-ZZ-DR-A-20109D B03	Sections	16th December 2022
13737-DB3-B03-ZZ-DR-A-20110F B03	Roof Plans	16th December 2022

13737-DB3-B04-ZZ-DR-A-20105G B04	Proposed Floor Plans	16th December 2022
13737-DB3-B04-ZZ-DR-A-20106E B04	Proposed Elevations	16th December 2022
13737-DB3-B04-ZZ-DR-A-20107D B04	Sections	16th December 2022
13737-DB3-B04-ZZ-DR-A-20108F B04	Roof Plans	16th December 2022
13737-DB3-B05-00-DR-A-20501H B05	Proposed Floor Plans	16th December 2022
13737-DB3-B05-01-DR-A-20502G B05	Proposed Floor Plans	16th December 2022
13737-DB3-B05-02-DR-A-20503H B05	Proposed Floor Plans	16th December 2022
13737-DB3-B05-03-DR-A-20504G B05	Roof Plans	16th December 2022
13737-DB3-B05-ZZ-DR-A-20505E B05A	Proposed Elevations	16th December 2022
13737-DB3-B05-ZZ-DR-A-20506E B05B	Proposed Elevations	16th December 2022
13737-DB3-B05-ZZ-DR-A-20507D B05A	Sections	16th December 2022
13737-DB3-B05-ZZ-DR-A-20508D B05B	Sections	16th December 2022
13737-DB3-S01-ZZ-DR-A-20000A	Location Plan	16th December 2022
13737-DB3-S01-ZZ-DR-A-20890C	Existing Site Layout	16th December 2022
13737-DB3-S01-ZZ-DR-A-20900D	Sections	16th December 2022
13737-DB3-S01-ZZ-DR-A-20901D	Sections	16th December 2022
AL9929_1000P	Existing Site Layout	16th December 2022
AL9929_1001P	Landscaping	16th December 2022
AL9929_1002P	Landscaping	16th December 2022

The application is also accompanied by:

- Application form
- Planning Statement, Nov 2022
- Design & Access Statement, Nov 2022

- Proposed Design Overview
- Transport Statement, Nov 2022
- D2 Parking Provision Note
- Sustainability Statement Rev P03 22 Nov 2022
- Statement of Community Involvement, Nov 2022
- Preliminary Ecological Appraisal incorporating Bat Survey Inspection, Sept 2022
- Phase I Environmental Assessment, Nov 2022
- Flood Risk Assessment, 30 Sept 2022
- Drainage Strategy and SuDS Assessment, Nov 2022
- Noise Impact Assessment, Nov 2022
- Air Quality Assessment, Nov 2022
- Landscape Statement, Nov 2022
- Arboricultural Impact Assessment and Method Statement, Oct 2022

**Applicant:** Thurrock Council

**Validated:**

19 December 2022

**Date of expiry:**

31 October 2023

(Extension of Time as Agreed)

**Recommendation:** Resolved to be Granted, subject to conditions

This application is scheduled for determination by the Council's Planning Committee because the application has been submitted by Thurrock Council's Housing team (in accordance with Part 3 (b) Section 2 2.1 (b) of the Council's constitution).

## 1.0 DESCRIPTION OF PROPOSAL

- 1.1 The proposals involve the creation of six new residential blocks across the estate, new and improved landscaping works and amenity space. The proposals include the creation a new building in the northeast corner of the site, two new smaller buildings along the railway boundary (eastern edge of the site) and three 'infill' buildings on the corners of the existing buildings to the west of site. This development will replace under-utilised amenity space and garages to the rear of the site.

- 1.2 The parking at the rear of the site, where new blocks are proposed, is under-utilised by residents due to a lack of natural surveillance and overlooking. The new block layouts and improvement works will improve permeability in terms of opening up the estate and improving the relationship of the site with the street and wider area. The creation of new amenity spaces and enhanced landscaping will benefit the existing and future residents.
- 1.3 The table below summarises some of the main points of detail contained within the development proposal:

<b>Site Area (Gross)</b>	4.19 Ha						
<b>Height</b>	Mix of 2, 3 and 4 storey blocks						
<b>Units (All)</b>	<b>Type (ALL)</b>	<b>1-bed</b>	<b>2-bed</b>	<b>3-bed</b>	<b>4-bed</b>	<b>5-bed</b>	<b>TOTAL</b>
	Houses	-	-	-	-	-	-
	Flats	11	20	2	-	-	33
	<b>TOTAL</b>	<b>11</b>	<b>20</b>	<b>2</b>			<b>33</b>
<b>Affordable Units</b>	<b>Type (ALL)</b>	<b>1-bed</b>	<b>2-bed</b>	<b>3-bed</b>	<b>TOTAL</b>		
	Houses	-	-	-	-		
	Flats	11	20	2	33		
	<b>TOTAL</b>	<b>11</b>	<b>20</b>	<b>2</b>	<b>33</b>		
<b>Car parking</b>	Flats: Houses: - Total allocated: 54 spaces for the 33 flats (Average of 1 space per unit) Total Visitor: 17 spaces (Average of 0.5 spaces per unit) Total: 54 for the 33 flats proposed						
<b>Amenity Space</b>	Each flat would have its own private amenity space, ranging from a minimum of 8 sqm balcony space for flats above ground level, to private garden spaces ranging between approximately 10 sqm to 30 sqm.  Approximately 700 sqm new communal amenity area would also be created, and natural play elements installed on the site.						

<b>Density</b>	Proposal: 12-13 dwellings per Ha Proposal including the existing and proposed flats: 40.8 dwellings per Ha, which is Medium density
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**2.0 SITE DESCRIPTION**

- 2.1 The estate mainly consists of a large group of flatted buildings fronting Broxburn Drive, arranged to form a series of courtyard-type spaces to their rear. To the east of the site are a number of garages associated with the properties, which line the rear eastern boundary of the site.
- 2.2 The application site is bordered by the C2C London, Tilbury and Southend railway line, and by residential development to the north south and west. The open green space at Culver Field is located beyond the residential properties to the west.
- 2.3 Whilst the site currently comprises properties which are 3 storeys in height, the prevailing building heights are largely characterised by terraced residential properties that are two storeys in height.
- 2.4 The site is entirely located in Flood Zone 1.

**3.0 RELEVANT PLANNING HISTORY**

Application Reference	Description of Proposal	Decision
22/30070/PMAJ	Redevelopment and improvement works at Broxburn Estate – comprising infilling of several corners and spaces across the existing estate for up to 33 dwellings and changes to parking and landscaping across the site.	Advice Given
59/00116C/FUL	Erection of 58 garages and 8 motorcycle sheds	Approved
59/00116B/FUL	Erection of 62 garages and 4 motorcycle sheds	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](http://www.thurrock.gov.uk/planning)

### 4.2 PUBLICITY:

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

One letter of objection has been received raising the following concerns:

- Access to the site - unsafe
- Additional traffic
- Loss of Amenity
- Parking provision – parking is already a problem locally; would there be 1 parking space per dwelling? Will electric vehicle charging parking spaces be provided?

### 4.3 ENVIRONMENTAL HEALTH:

No objections, subject to conditions.

### 4.4 HIGHWAYS:

No objection, subject to conditions.

### 4.5 LANDSCAPE & ECOLOGY ADVISOR:

No objections, subject to conditions.

### 4.6 FLOOD RISK MANAGER:

No objections, subject to conditions.

### 4.7 HOUSING:

The proposal would provide 100% affordable housing. This affordable housing would be required to conform to lifetime homes standards with 3% of the units to be wheelchair accessible.

#### 4.8 URBAN DESIGN:

Detailed design comments provided. Overall the proposal should bring benefits to the existing residents in improving the quality of the shared public realm, making the neighbourhood feel safer with more residents overlooking the streets, and by providing more affordable housing which is a local need.

#### 4.9 EDUCATION:

No objections. While the calculated pupil yield figures resulting from this development are relatively low, there is known to be already a shortage of Nursery places within this area. Similarly, at Secondary level the Harris Ockendon Academy is already at or over capacity. However, with regard to Primary, at Shaw Primary there does appear to be sufficient existing school places to accommodate the additional pupil numbers resulting from the proposal. On that basis, the proposal would generate a requirement for a financial contribution towards Secondary and Nursery education levels only.

#### 4.10 NHS MID AND SOUTH ESSEX:

The proposal would generate a requirement for a contribution towards local healthcare provision.

#### 4.11 ESSEX POLICE:

No objections.

#### 4.12 ANGLIAN WATER:

No objections, subject to conditions relating to used water sewerage network, and surface water drainage.

#### 4.13 CADENT:

No objections, subject to Informative.

### 5.0 POLICY CONTEXT

#### **National Planning Policy Framework (NPPF)**

- 5.1 The revised NPPF was published on 20<sup>th</sup> July 2021. 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.

Paragraph 11 sets out a presumption in favour of sustainable development, and states 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 date<sup>1</sup>, 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 proposed<sup>2</sup>; 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.

<sup>1</sup> 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 ...

<sup>2</sup> 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.

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

- 5. Delivering a sufficient supply of homes;
- 8. Promoting healthy and safe communities;
- 9. Promoting sustainable communities;
- 11. Making effective use of land;
- 12. Achieving well-designed places;



## 5.2 National Planning Practice Guidance (NPPG)

In March 2014 the former 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. NPPG contains a range of subject areas, with each area containing several sub-topics. Those of particular relevance to the determination of this planning application include:

- Air quality
- Appropriate Assessment
- Before submitting an application
- Brownfield land registers
- Build to rent
- Consultation and pre-decision matters
- Design
- Determining a planning application
- Effective use of land
- Fees for planning applications
- Healthy and safe communities
- Housing and economic land availability assessment
- Housing and economic needs assessment
- Housing needs of different groups
- Housing for older and disabled people
- Housing: optional technical standards
- Housing supply and delivery
- Making an application
- Neighbourhood planning
- Noise
- Plan-making
- Planning obligations
- Renewable and low carbon energy
- Starter Homes
- Transport evidence bases in plan making and decision taking
- Travel Plans, Transport Assessments and Statements
- Use of planning conditions
- Viability
- Waste

### 5.3 Local Planning Policy: Thurrock Local Development Framework (2015)

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)<sup>1</sup>

#### SPATIAL POLICIES

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

#### THEMATIC POLICIES

- CSTP1 (Strategic Housing Provision)
- CSTP2 (The Provision Of Affordable Housing)
- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)
- CSTP26 (Renewable or Low-Carbon Energy Generation)

#### POLICIES FOR MANAGEMENT OF DEVELOPMENT

- PMD1 (Minimising Pollution and Impacts on Amenity)
- PMD2 (Design and Layout)
- PMD8 (Parking Standards)
- PMD9 (Road Network Hierarchy)
- PMD10 (Transport Assessments and Travel Plans)
- PMD12 (Sustainable Buildings)
- PMD13 (Decentralised, Renewable and Low Carbon Energy Generation)
- 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 assessment below covers the following areas:

- I. Principle of the development
- II. Design and Layout and Impact upon the Area
- III. Landscaping Impacts
- IV. Provision of Suitable Residential Environment
- V. Access, Traffic Impact and Car Parking
- VI. Effect on Neighbouring Properties
- VII. Noise
- VIII. Education Provision
- IX. Health Provision
- X. Viability and Planning Obligations
- XI. Other Matters

### I. PRINCIPLE OF THE DEVELOPMENT

6.2 The site is in a residential area and is relatively well connected. The Council continues to support redevelopment of existing urban land of this nature. The principle of the development is acceptable subject to other development management criteria being met.

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. Policy CSTP1 seeks a density of at least 60 dwellings per hectare on

regenerated sites such as this, which is not quite met, as the proposal would result in an on-site density of 40.8 which would be considered Medium density and acceptable. 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.

## II. DESIGN AND LAYOUT AND IMPACT UPON THE AREA

- 6.4 The proposals involve the erection of six new residential buildings on the northern half of the site. The largest of these buildings proposed is B01, which includes the creation a new building alongside the railway in the northeast corner of the site to form a new courtyard with the existing buildings. Two smaller buildings, B05(A) and B05 (B), are also proposed along the railway boundary to create new courtyard and amenity space for all residents. Additionally, the proposed site plan has incorporated three 'infill' buildings, B02, B03 and B04 in several corners of the site along Broxburn Drive to repair the street frontage and remove the blank high walls and flank walls from view.
- 6.5 The NPPF and Policy CSTP22 (Thurrock Design) seeks proposals to demonstrate high quality design in new developments. The applicant has engaged with pre-application advice and a design led approach to the development proposals has been taken. The proposals seek to deliver a high-quality scheme. A key focus throughout the design evolution was ensuring that the proposed new build elements of the scheme were designed to complement and sensitively enhance the existing estate and surroundings, respecting the residential context of the area.
- 6.6 The prevailing height of the neighbouring buildings are predominately 2.5 storeys in height however, the existing development on the estate comprises buildings which are 3 storeys in height. The proposed building heights range from 2-4 storeys. The tallest block is B01, in the north east corner, which measures 4 storeys. Blocks B05A and 05B are 3 storeys in height and Blocks B02-4 are 2 storeys in height.
- 6.7 Given that the building heights of the existing development on site are 3 storeys, building heights of 2 – 4 storeys (including mansard roof) are not considered to be out of character with the immediate context, and to complement the existing design context and will, therefore, be considered acceptable. These proposed building heights will have little impact on the design character of the neighbouring properties and are considered to be most appropriate for the site in order to respect the local character and context. Overall the proposed siting, height and massing of the

proposed development would be acceptable.

- 6.8 The proposals have been produced alongside a Daylight Sunlight Assessment submitted with the application. The stepping down in height and massing of the proposed block B01 has evolved as a result of these daylight assessments to ensure that the development would not have a detrimental impact on Bingham Close and the houses to the north of the site.
- 6.9 With respect to the density, the overall density of the site would be 12-13 dwellings per Hectare and has been determined using a design-led approach which optimises the site's capacity by positioning the development plots in underutilised area of the site, whilst also sensitively infilling the existing development. The proposals, in combination with the existing units on the estate, would result in an overall density of 40.8 dwellings per hectare which would be acceptable as a Medium density development.
- 6.10 Turning to the design, The Echoes at Seabrook Rise, and Bruyns Court at Derry Avenue, show that part-redevelopment of this type of post-war estate can successfully take place. While it is noted that in both the above examples the new development was on more distinct and separate land parcels within the wider site areas, so these sites were perhaps more straightforward to develop. However, as shown on these 2 sites, the mix of post-war and more modern architecture can successfully exist in proximity to one another.
- 6.11 As shown on the existing plans for the site, the existing layout of the site is currently restrictive and impractical. Access and movement across the site is currently restricted as a result of the high walls and blank flank elevations along Broxburn Drive and around the site as well as from the bin stores which are linked to the high walls. The high walls create a closed off relationship with the street. Additionally, several of the existing blocks are only accessible from the courtyard meaning that existing residents have to walk all the way round the walls in order to access their homes. Additionally, during the community engagement residents have fed back that they do not use the parking and garages at the rear of the site due to a lack of natural surveillance and overlooking.
- 6.12 The proposed scheme seeks to address these concerns raised by residents. The new block layouts and landscape improvement works will therefore open up the site and existing courtyards to Broxburn Drive, improving the relation of the site with the street. The high walls will be removed and infill corners created to enable the continuity of building lines and the creation of active frontages.
- 6.13 A new amenity courtyard and play space on the eastern boundary would be provided and will provide amenity benefits to future and existing residents.

Furthermore, the existing bin and other stores which form part of the high walls will be replaced or renovated, providing improved facilities for existing residents.

- 6.14 Much of the success of this scheme and its integration with the existing built form of the estate would come down to the careful use of design and choice of materials. The approach to window design and detailing, and the materials pallet have helped ensure the flats would not appear incongruous. A detailed design condition and materials samples condition have been included in the recommendation.
- 6.15 The proposed layout, density, massing and appearance of the proposals would be considered acceptable and in accordance with both local and national planning policies.

### III. LANDSCAPING IMPACTS

- 6.16 Whilst the site has areas of open space, which comprise of amenity grassed areas with the occasional tree, it is clear that much of this space is not used effectively and its benefit is therefore somewhat limited for residents. The Council's Landscape and Ecology Officer welcomes new planting, the communal open space, natural play space and community gardens and comments that the submitted Landscape Strategy details how the grounds of the whole site will be enhanced with new planting and improved hard landscape materials and street furniture.
- 6.17 The Landscape and Ecology Officer also raises no objection to the loss of some of the smaller trees on the estate which are of (relatively) little value. The Landscape and Ecology Officer highlights the importance of retaining and protecting a Category A Oak tree, in the north eastern part of the site, which will require pruning to facilitate development. This will need to be undertaken with care to avoid significantly impacting the amenity of the tree. Subject to landscape conditions supports the proposals.

### V. PROVISION OF SUITABLE RESIDENTIAL ENVIRONMENT

- 6.18 The proposals would provide an adequate level of internal floorspace for the units complying with the Technical housing standards - nationally described space standard. The external space around the existing and proposed units would be enhanced via the proposed detailed landscaping scheme. The provision of both internal and external amenity space would therefore be considered acceptable.

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

- 6.19 A Transport Statement (TS) has been submitted with the application. The TS has assessed the capacity of the local highways network and the wider transport impacts of the proposal. This has concluded that the network has sufficient capacity to accommodate the impact of development without the need to deliver mitigation.
- 6.20 The site is located within close proximity of several bus stops with 5 different bus routes available and is also well served by railway links from Ockendon railway station which is located approximately 1.5km north of the site; taking approximately 25 minutes to walk. Additionally, there are pedestrianised routes from the site to a wide range of local services and facilities within 500m from the site in South Ockendon which encourage pedestrian movements. The site will also encourage pedestrian movement and access through its layout as the proposals include the provision of safe and direct footpath routes across the site.
- 6.21 The Council's Highway Officer sought further information regarding the quota of parking provision proposed and has commented that although some parking will be removed and replaced with the dwellings, the proposal shows there will be a sufficient number of parking spaces provide for the estate. Some alterations to the existing parking, and additional areas of parking, have been added and the applicant has carried out a parking survey which the Highways Officer agrees with.
- 6.22 Overall, the additional number of vehicles that will be using the site as a result of the development is not considered to be detrimental to the highway and, therefore, the Highways Officer raises no objection to the scheme subject to detailed conditions.

## VII. EFFECT ON NEIGHBOURING PROPERTIES

- 6.23 The development proposals maximise the potential accommodation on site without harming the existing amenity of existing residents and those in neighbouring properties. Through the pre-application stage, and via the evolution of the detailed design of the scheme, careful consideration has been given to the positioning of development across the site in terms of the impact of the proposals on the amenity of neighbouring properties, particularly in respect of overlooking. This consideration is evident within the design proposals such as the proposals for the block at plot B01 as the stepped down massing of this block will limit the impact on Bingham Close and homes to the north of the site.
- 6.24 Overall the proposals would not result in any detrimental or adverse amenity impact to neighbouring property's light, privacy or amenity and would comply with Policy PMD1.

## VIII. NOISE

- 6.24 Policy PMD1 outlines that development will not be permitted where it would cause or is likely to cause unacceptable effects on the amenity, health or safety of others or future residents. Given the proximity of parts of the development to the railway a Noise Impact Assessment was required to be submitted to clearly demonstrate what mitigation may need to be provided to overcome any harm identified from the railway resulting from that Assessment.
- 6.25 The Noise Impact Assessment has been submitted with the application and reviewed by the Council's Environmental Health Officer. The Environmental Health Officer has commented that noise levels were calculated to be 53 dB during the day and 47 dB during the night. Recommendations were provided in section 3.3 of the Assessment report setting out a minimum requirement of standard double glazing and trickle vents would be expected to provide approximately 25 dB reduction in noise, and therefore, internal noise level would be expected to comply with the BS8233 guidelines set out. However, an MVHR system is proposed, which would be suitable as well and provide further enhanced mitigation. As a consequence, the Environmental Health Officer is satisfied that the proposed mitigation measures will ensure the internal noise environment is acceptable and not adversely affected by the external noise sources. The applicant should be required to confirm that this minimum standard of acoustic mitigation or better has been installed in the proposed housing, which can be controlled via suitable planning condition.
- 6.26 In addition to the above acoustic mitigation condition, the Environmental Health Officer has recommended that due to the close proximity of existing residents a Construction Environmental Management Plan (CEMP) should be submitted and secured via appropriate planning condition, along with an hours of construction condition, both of which have been included. Subject to conditions, matters relating to noise and construction management would be considered acceptable.

## IX. EDUCATION PROVISION

- 6.27 Given the scale of the development the proposal would generate a requirement for a contribution towards education provision. As a consequence, and following consultation with the Education team, the proposal would generate a requirement for a financial contribution towards Secondary and Nursery education levels only. The applicant has agreed to provide a contribution towards Secondary education amounting to £54,223.24, and £10,156.25 towards Nursery provision, which have a combined total contribution of £64,379.49. The applicant has agreed to provide this contribution.



## X. HEALTH PROVISION

- 6.28 NHS Mid and South Essex has advised that the proposals would result in an existing square metre floor area deficit of 421.76 sq.m as a result of the development, and therefore seeks £16,900 in contributions towards primary care network locally. The applicant has agreed to provide this contribution.

## XI. VIABILITY AND PLANNING OBLIGATIONS

- 6.29 The Core Strategy requires residential development schemes in excess of 10 units to provide 35% affordable housing. The scheme is a 100% affordable rented housing scheme. The proposed development is seeking to provide accommodation for an identified need within the Borough. Policy CSTP2 notes that in determining the amount and mix of Affordable Housing to be delivered, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination will be taken into account.
- 6.30 The Council's Housing team has been consulted and has commented that due to the location and flatted style of development the proposals fit with the housing need of the Council and supports the affordable housing provision proposed. The proposals would therefore comply with Policy CSTP2.

## XII. OTHER MATTERS

- 6.31 Regarding flood risk and drainage, the site lies in Flood Zone 1, although it is also a Critical Drainage Area. The LLFA has been consulted and has recommended that permission be granted subject to a pre-commencement condition relating to a surface water drainage scheme for the development, which the applicant has agreed to. The proposals would therefore comply with Policies CSTP27 and PMD15 with regards to flood risk and drainage matters.
- 6.32 Following engagement with Essex Police, the application is aiming to be completed to a Silver certification Secured By Design standard, which is welcomed by Essex Police.

## 7.0 CONCLUSIONS AND REASON(S) FOR APPROVAL

- 7.1 The Council is supportive of making best use of land of this type in built up residential areas and the scheme is acceptable in principle. The proposal would

result in the creation of much needed affordable housing to a high standard of design as well as deliver landscape improvement and enhancements works across the existing estate.

7.2 In conclusion, the proposed scheme broadly accords with all the relevant policies in the Core Strategy and the impacts relating to highways, amenity and landscape matters would all be considered acceptable.

7.3 The proposal would provide 100% affordable housing by the Council, along with the required level of financial contributions towards education and healthcare provision and is recommended to members for approval.

## 8.0 RECOMMENDATION

8.1 Approve, subject to the following:

- i) the completion and signing of a Cabinet report securing the agreement and provision of, and securing the payment for, the following heads of terms:
  - 100 % Affordable Housing
  - Education contributions towards Secondary education amounting to £54,223.24, and £10,156.25 towards Nursery provision, with a combined total contribution of £64,379.49
  - NHS Mid and South Essex – healthcare contribution of £16,900 in contributions towards primary care network locally
- ii) the following planning conditions:

### Standard Time Limit

1. The development hereby permitted must be begun not later than the expiration of 3 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:

<b>Plan Number(s):</b>		
Reference	Name	Received
13737-DB3-B01-XX-DR-A-20114F B01	Sections	16th December 2022
13737-DB3-B01-ZZ-DR-A-20111I B01	Proposed Floor Plans	16th December 2022
13737-DB3-B01-ZZ-DR-A-20112H B01	Proposed Floor Plans	16th December 2022
13737-DB3-B01-ZZ-DR-A-20113H B01	Proposed Plans	16th December 2022
13737-DB3-B01-ZZ-DR-A-20115G B01	Proposed Elevations	16th December 2022
13737-DB3-B01-ZZ-DR-A-20116F B01	Proposed Elevations	16th December 2022
13737-DB3-B02-ZZ-DR-A-20103G B02	Proposed Floor Plans	16th December 2022
13737-DB3-B02-ZZ-DR-A-20104E B02	Proposed Elevations	16th December 2022
13737-DB3-B02-ZZ-DR-A-20105D B02	Sections	16th December 2022
13737-DB3-B02-ZZ-DR-A-20106F B02	Roof Plans	16th December 2022
13737-DB3-B03-ZZ-DR-A-20107F B03	Proposed Floor Plans	16th December 2022
13737-DB3-B03-ZZ-DR-A-20108E B03	Proposed Elevations	16th December 2022
13737-DB3-B03-ZZ-DR-A-20109D B03	Sections	16th December 2022
13737-DB3-B03-ZZ-DR-A-20110F B03	Roof Plans	16th December 2022
13737-DB3-B04-ZZ-DR-A-20105G B04	Proposed Floor Plans	16th December 2022
13737-DB3-B04-ZZ-DR-A-20106E B04	Proposed Elevations	16th December 2022
13737-DB3-B04-ZZ-DR-A-20107D B04	Sections	16th December 2022
13737-DB3-B04-ZZ-DR-A-20108F B04	Roof Plans	16th December 2022

13737-DB3-B05-00-DR-A-20501H B05	Proposed Floor Plans	16th December 2022
13737-DB3-B05-01-DR-A-20502G B05	Proposed Floor Plans	16th December 2022
13737-DB3-B05-02-DR-A-20503H B05	Proposed Floor Plans	16th December 2022
13737-DB3-B05-03-DR-A-20504G B05	Roof Plans	16th December 2022
13737-DB3-B05-ZZ-DR-A-20505E B05A	Proposed Elevations	16th December 2022
13737-DB3-B05-ZZ-DR-A-20506E B05B	Proposed Elevations	16th December 2022
13737-DB3-B05-ZZ-DR-A-20507D B05A	Sections	16th December 2022
13737-DB3-B05-ZZ-DR-A-20508D B05B	Sections	16th December 2022
13737-DB3-S01-ZZ-DR-A-20000A	Location Plan	16th December 2022
13737-DB3-S01-ZZ-DR-A-20890C	Existing Site Layout	16th December 2022
13737-DB3-S01-ZZ-DR-A-20900D	Sections	16th December 2022
13737-DB3-S01-ZZ-DR-A-20901D	Sections	16th December 2022
AL9929_1000P	Existing Site Layout	16th December 2022
AL9929_1001P	Landscaping	16th December 2022
AL9929_1002P	Landscaping	16th December 2022

**Reason:** For the avoidance of doubt and to ensure the development accords with the approved plans with regard to policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

### **Samples of Materials**

- 3 Samples of all materials to be used in the construction of the external surfaces of the building(s) hereby permitted, shall be submitted to and approved in writing by, the Local Planning Authority, before any part of the development is commenced.

**Reason:** To ensure that the proposed development does not prejudice the appearance of the locality in accordance with Policy PMD2 of the Thurrock LDF Core Strategy and Policies for Management of Development 2015.

### Proposed Parking Areas

- 4 Prior to the occupation of the buildings hereby approved, the proposed parking area, as indicated on Drawing No AL9929\_1001P , shall be suitably surfaced, laid out and drained in accordance with details to be previously submitted to and approved in writing by the Local Planning Authority and constructed concurrently with the remainder of the development hereby approved.

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

### Construction Environment Management Plan

- 5 A Construction Environment Management Plan (CEMP) shall be submitted and approved by the Local Planning Authority prior to commencement of the development hereby approved, details to include:

- (a) Hours and duration of works on site - Restricting demolition and construction activities to the following hours: 08:00 to 18:00 Monday to Friday, 08:00 to 13:00 Saturdays with none on Sundays and Public Holidays;
- (b) Wheel washing and sheeting of vehicles transporting aggregates on to or off of the site;
- (c) Details of method to control wind-blown dust;
- (d) Noise mitigation measures having regard to BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites;
- (e) Details of construction access
- (f) Details of temporary hard standing
- (g) Details of temporary hoarding
- (h) Water management including wastewater and surface water drainage
- (i) 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.

No bonfires should be permitted during demolition and construction activities.

All works and development shall be carried out in accordance with the approved CEMP and the measures contained therein.

**Reason:** To ensure 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.

### **Hours of Work**

- 6 No demolition, building work or deliveries shall be carried out before 8am or after 6pm on Mondays to Fridays or before 9am or after 1pm on Saturdays and not at all on Sundays or Bank Holidays.

**Reason:** In the interests of the amenity of surrounding occupiers.

### **Parking / Turning Areas to Be Approved**

- 7 Adequate loading, unloading, turning space and parking accommodation, all in accordance with the standards adopted by the Local Planning Authority, shall be constructed within the curtilage of the site to the satisfaction of and in accordance with details to be previously submitted to and approved in writing by the Local Planning Authority and shall be implemented before the development hereby approved is brought into use and thereafter permanently retained for such purposes to the satisfaction of the Local Planning Authority.

**Reason:** In the interests of highway safety.

### **Cycle Stores**

- 8 Prior to the occupation of the development hereby approved details of the number, size, location, design and materials of secure and weather protected cycle parking/powered two wheelers facilities to serve the dwellings shall be submitted to and agreed in writing with the local planning authority. The agreed facilities shall be installed on site prior to the first occupation of the dwellings and shall thereafter be permanently retained for sole use as cycle parking/powered two wheelers facilities for the users and visitors of the development.

**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].

### **Soundproofing/Noise Insulation**

9

Prior to the commencement of development above ground level, the developer shall submit a scheme for noise insulation of the proposed dwellings, which will need to be agreed in writing with the local planning authority. The scheme shall

reflect the detail within the Noise Assessment ref. NDT6724/213580/0 dated November 2022 prepared by Spectrum Acoustic Consultants, and assess the noise impact from railway noise upon the proposed dwellings, and shall propose appropriate measures so that all habitable rooms will achieve a minimum of 'good' internal levels as specified by BS8233:2014, BS6472-1 and BS4142:2014 + A1:2019. The scheme shall identify and state the glazing specifications for all the affected windows, including acoustic ventilation, where appropriate. 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 Urban Drainage System**

- 10 Prior to commencement (excluding demolition) a surface water drainage scheme for the development, based on the submitted sustainable drainage strategy, shall be submitted to and approved in writing by the Local Planning Authority. Details shall include:

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 2l/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.

**Reason:** To ensure compliance with the National Planning Policy Framework and the Non-Statutory Technical Standards for Sustainable Drainage Systems, and to ensure the proposed development is safe from flooding and does not cause flooding elsewhere.

## Landscaping Plan

- 11 No construction works in association with the erection of the dwellings hereby permitted shall commence on site until a scheme of hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include:
- (a) All species, planting sizes and planting densities, spread of all trees and hedgerows within or overhanging the site, in relation to the proposed buildings, roads, and other works;
  - (b) Finished levels and contours;
  - (c) Means of enclosure;
  - (d) Minor artefacts and structures (e.g. furniture, play equipment, refuse and other storage units including any private cycle store, signs and lighting);
  - (e) External surface material for parking spaces, pedestrian accesses.
  - (f) Tree protection measures and details of the proposed management of the retained trees and hedges
  - (g) Specific tree protection measures and details of the Category A Oak tree at the site
  - (h) Any preserved trees which it is proposed to remove and their suitable replacement elsewhere within the site

All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of the building(s) or the completion of the development whichever is the sooner. All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the Local Planning Authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

**Reason:** In the interests of the character and visual amenities of the area in accordance with Policy PMD2 of the Core Strategy 2015.

## Design Details

- 12 Notwithstanding the submitted plans, prior to the commencement of development details shall be submitted to the Local Planning Authority showing the following:
- Window design, including recesses and cills



- Door design, including any recesses
- Gutters, fascia and soffits

Thereafter, development shall be carried out strictly in accordance with the details approved.

**Reason:** In the interests of the character and visual amenities of the area, in accordance with Policies PMD2 and CSTP22 of the Core Strategy 2015.

#### Informatives:

##### Positive and Proactive Statement

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

##### Highway Authority Consent

Any works, which are required within the limits of the highway reserve, require the permission of the Highway Authority and must be carried out under the supervision of that Authority's staff. The Applicant is therefore advised to contact the Authority at the address shown below before undertaking such works.

Highways Department,  
Thurrock Council,  
Civic Offices,  
New Road,  
Grays Thurrock,  
Essex. RM17 6SL

#### **Documents:**

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

[www.thurrock.gov.uk/planning](http://www.thurrock.gov.uk/planning)

