

<p><b>Reference:</b> 16/01228/REM</p>	<p><b>Site:</b> Intu Lakeside West Thurrock Way West Thurrock Essex RM20 2ZP</p>
<p><b>Ward:</b> West Thurrock And South Stifford</p>	<p><b>Proposal:</b> Reserved matters for Phase 1 and associated interim landscaping following outline planning permission 13/00880/OUT (Part demolition/reconfiguration of existing western entrance to shopping centre (adjacent to Marks and Spencer unit), external entrances to Marks and Spencer unit and associated structures, and cinema. Demolition of bridge link between car parks 10 and 12 and associated external lift and stair cores. Erection of new buildings within use classes A1, A3, A4, A5, C1 and D2 together with ancillary facilities and alterations to existing cinema and Marks and Spencer unit including replacement entrances. Formation of replacement western entrance to shopping centre at ground and first floor levels including change of use of retail floorspace at first floor level (use class A1) to mall space (sui generis). Provision of new public realm and landscaped areas, including a new town square, new external pedestrian walkway at first floor level, and alteration of existing and creation of new boardwalk areas adjacent to the lake. Alterations to existing and creation of new vehicular, pedestrian and cycle access and egress arrangements and other ancillary works and operations.)</p>

<b>Plan Number(s):</b>		
Reference	Name	Received
120066-D-101A	Location Plan	9th September 2016
16-02401-HL-XX-XX-DR-Y-XXX-0001-	Other	10th October 2016
M5397 200 D02	Other	10th October 2016
150332-D-201-B	Block Plan	10th October 2016
150332-D-204-B	Proposed Floor Plans	10th October 2016
150332-D-205-B	Proposed Floor Plans	10th October 2016
150332-D-206-B	Roof Plans	10th October 2016
150332-D-207-B	Proposed Elevations	10th October 2016

150332-D-208-B	Proposed Elevations	10th October 2016
150332-D-209-B	Proposed Elevations	10th October 2016
150332-D-210-B	Proposed Elevations	10th October 2016
150332-D-211-B	Proposed Elevations	10th October 2016
150332-D-212-B	Drawing	10th October 2016
150332-D-213-B	Sections	10th October 2016
150332-D-214-B	Sections	10th October 2016
16-02401-HL-XX-XX-DR-Y-XXX-0004-	Other	10th October 2016
M5397 310 D01	Other	10th October 2016
XX-XX-DR-Y-XXX-0002-P2	Other	7th September 2016
XX-XX-DR-Y-XXX-0003-P2	Other	7th September 2016
2525-ATR-001-D	Other	7th September 2016
2525-ATR-003-C	Other	7th September 2016
2525-ATR-005-D	Other	7th September 2016
2525-ATR-005-D	Other	7th September 2016
2525-ATR-010-D	Other	7th September 2016
2525-ATR-013-C	Other	7th September 2016
2525-ATR-014-C	Other	7th September 2016
2525-ATR-015-B	Other	7th September 2016
2525-ATR-016-C	Other	7th September 2016
2525-ATR-017-A	Other	7th September 2016
8525-SK-010-C	Other	7th September 2016
8525-SK-012-C	Other	7th September 2016
8525-SK-016-B	Other	7th September 2016
8525-SK-017-A	Other	7th September 2016
8525-SK-021-D	Other	7th September 2016
8525-SK-024-A	Other	7th September 2016
8525-SK-025-A	Other	7th September 2016
150332-D-202-A	Block Plan	7th September 2016
150332-D-203-B	Other	25th October 2016
70018524-ART-007-D	Other	7th September 2016
M5397 100 D016	Other	7th September 2016
M5397 100.1 D01	Other	7th September 2016
M5397 103 D03	Other	7th September 2016
M5397 104 D02	Other	7th September 2016
M5397 400 D05	Other	7th September 2016
M5397 401 D04	Other	7th September 2016
M5397 402 D00	Other	7th September 2016

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M5397 403 D01	Other	7th September 2016
M5397 410 D02	Other	7th September 2016
M5397 411 D00	Other	7th September 2016
M5397 703 D01	Other	7th September 2016
8525-ATR-012-D	Other	7th September 2016
M5397 105 D00	Other	7th September 2016

The application is also accompanied by:	
<ul style="list-style-type: none"> <li>- Planning Statement</li> <li>- Design and Access Statement</li> <li>- Transport Statement</li> <li>- Drainage Statement</li> <li>- Energy Statement</li> <li>- Lighting information</li> </ul>	
<b>Applicant:</b> Intu Lakeside Limited	<b>Validated:</b> 9 September 2016 <b>Date of expiry:</b> 9 December 2016
<b>Recommendation:</b> Approve, subject to conditions.	

This application is scheduled for determination by the Council's Planning Committee because the outline application to which this proposal relates to (13/00880/OUT) was considered and determined by the Planning Committee and because the application is considered to have significant policy or strategic implications (in accordance with Part 3 (b) Section 2 2.1 (a) of the Council's constitution).

## 1.0 DESCRIPTION OF PROPOSAL

- 1.1 This application seeks approval of the reserved matters for Phase 1 of outline planning permission reference 13/00880/OUT known as the 'Lakeside Leisure' proposals. The description of the outline permission is stated in the 'Proposal' section of the table above in brackets and is listed in the 'Relevant History' section of this report. This proposal also includes associated interim landscaping work to the west of the proposed buildings which would be implemented as a temporary measure before Phase 2 is developed. Phase 2 would be subject of a separate future reserved matters application.
- 1.2 The reserved matters for consideration for Phase 1 are the access, appearance, layout, scale and landscaping of the development, which propose to deliver a range of leisure and café/restaurant type floorspace connected by a new network of public spaces linking to the existing LSC.

Phase 1 consists of 7 key areas:

1. 'Block A' – A two storey building 17m high with a variety of contemporary design treatments and comprising of 20 units is proposed to be located immediately to the west of the existing LSC. This would provide 12,360 sqm of leisure floorspace (Class D2 use) with 3,360 sqm of café/restaurant and take-away uses (Classes A3 and A5 use) over ground and first floor levels. Unit 11 has been identified as the anchor tenant to include a Nickleodeon Family Entertainment Centre. 'Block A' would occupy the existing car park number 9.
2. 'The Street' – A 19m high level canopy roof would be provided between the south elevation of 'Block A' and the existing Marks and Spencer building to the south to provide a covered street arrangement where units in 'Block A' can open onto this street and where temporary kiosks and an entertainment space can be provided. 'The Street' would have an open western entrance. This feature will replace the existing pedestrian access route into the LSC from the existing zebra crossing route to the cinema and the Boardwalk.
3. 'The Activity Square' – This would provide a central meeting point at the intersection of four pedestrian routes and would feature an area of public realm with a range of paving, a central water feature and digital sculpture. This is located to the south west of 'Block A' in the location of the existing zebra crossing.
4. The 'Events Boulevard' – located immediately to the west of 'Block A', this area would replace of the existing western internal road between car parks no.9 and no.11. This area will be pedestrianized and include a range of paving, landscaping, water features, an events platform and outdoor seating areas to the restaurants in 'Block A'.
5. The 'Arrival Points' – Two 'Arrival Points' would be created, one at the northern end and one at the southern end of the pedestrianized area which will form the 'Events Boulevard'. 'Arrival Point 1' would replace the existing roundabout junction between multi-storey car parks 10 and 12; a smaller roundabout would be created to allow a drop off point for vehicles. A taxi layby and bus layby would be created on either sides of the road to the north of 'Arrival Point 1'. Further to the north the existing roundabout junction with the Northern Link Road would be replaced by a new roundabout with new exits from car parks no.10 and no.12. 'Arrival Point 2' would be located at the southern end of 'The Activity Square' and would include a roundabout turning point. A range of surface materials and landscaping would be used.

6. 'Interim Landscaping' – This is proposed to the west of 'Block A' and the 'Events Boulevard' prior to the delivery of Phase 2 of the development. This area would replace car park no.11 and would provide a landscaped area joining the existing area of landscaping adjacent to Lake Alexandra, which would also be enhanced. It is proposed to use this space as an events space for a range of uses and seasonal events such as a Christmas market, circus tent, ice rink, outdoor cinema, temporary tennis courts etc. These areas would include a range of street furniture, landscaping and feature paving. The enhanced existing landscaped area would also include a play area and a floating pontoon on Lake Alexandra.
  
7. 'Lakeside Path' – To provide pedestrian/cycle linkages the existing 4 lane traffic route along the western internal road to the west of the LSC would be reduced to 3 lanes with 2 lanes for inbound traffic and 1 for outbound. This would allow for a wider path to be created running alongside the western side of the road and eastern side of Lake Alexandra. The path would run from 'Arrival Point 2' linking to West Thurrock Way providing pedestrian/cycle access points onto the Boardwalk and the new hotel development to the south of Lake Alexandra.

1.3 It is planned that works for Phase 1 will commence on site during the summer / autumn of 2017 with complete by winter 2018.

1.4 The proposal would lead to the creation of 440 direct jobs and 670 indirect jobs through the construction process. When complete and occupied the development would create 520 new jobs (285 in leisure and 235 in catering) and 140 indirect jobs.

## **2.0 SITE DESCRIPTION**

2.1 The Lakeside Shopping Centre (LSC) is located in the north-eastern part of the Lakeside basin. At the heart of the LSC is a shopping mall which principal internal orientation is along a north-south axis. The main retail offer is located over two floors, with a food court on a smaller and centrally located third floor. The LSC contains a comprehensive range of national multiple comparison retailers and a considerable number of cafés and fast-food restaurants. The Lakeside Boardwalk contains a range of restaurants orientated towards Lake Alexandra and accessed externally to the mall. LSC also contains a cinema located north of the Lakeside Boardwalk.

2.2 The surface level car parks to the east and multi-storey car parks to the south, west and north east of the mall provide circa 13,000 parking spaces. LSC has its own

bus station, located externally at the northern end of the mall. This currently serves 13 principal bus routes.

- 2.3 This reserved matters application relates to land to the west of the LSC which is currently occupied by car parks no.9 and no.11. To the north is multi storey car park no's 10 and 12. To the south is the cinema complex, access to the Boardwalk and the Marks and Spencer unit. To the west is Alexandra Lake. Running through this area in a north-south direction is one of the internal roads which link to the existing road network that orbits the LSC.
- 2.4 Beyond the LSC to the north is chalk cliff face of the Lakeside Basin and the Arterial Road, West Thurrock (A1306); to the east is A126 dual carriageway, railway line linking Grays with Upminster and Chafford Hundred; to the south within the Lakeside Basin is West Thurrock Way and further commercial uses; and to the west beyond Lake Alexandra is a supermarket and a retail park.
- 2.5 Chafford Hundred train station is located approximately 150m from the nearest entrance point to LSC. Access from LSC is gained by way of an enclosed footbridge link over the A126, which also links with Chafford Hundred for pedestrian access to the site. Chafford Hundred Train Station is located upon the Fenchurch Street, London to Grays line which is operated by C2C. Services operate at approximately 30 minute frequency. There are a total 13 bus services serving the LSC with 7 of these operating on a frequency of 20 minutes or better. The National Cycleway Network runs along the southern boundary of LSC site.

**3.0 RELEVANT HISTORY**

- 3.1 The site has extensive planning history and the most relevant applications to this proposal are listed below:

Planning Reference	Description of Application	Decision
13/00491/SCR	Request for a Screening Opinion - Environmental Impact Assessment (EIA) – For Leisure Proposals to Western side of the Shopping Centre	Screening Opinion Issued stating that an EIA is not required 03.06.2013

<p>13/00880/OUT</p>	<p>Part demolition/reconfiguration of existing western entrance to shopping centre (adjacent to Marks and Spencer unit), external entrances to Marks and Spencer unit and associated structures, and cinema. Demolition of bridge link between car parks 10 and 12 and associated external lift and stair cores. Erection of new buildings within use classes A1, A3, A4, A5, C1 and D2 together with ancillary facilities and alterations to existing cinema and Marks and Spencer unit including replacement entrances. Formation of replacement western entrance to shopping centre at ground and first floor levels including change of use of retail floorspace at first floor level (use class A1) to mall space (sui generis). Provision of new public realm and landscaped areas, including a new town square, new external pedestrian walkway at first floor level, and alteration of existing and creation of new boardwalk areas adjacent to the lake. Alterations to existing and creation of new vehicular, pedestrian and cycle access and egress arrangements and other ancillary works and operations.</p>	<p>Approved 01.04.2014</p>
<p>15/01504/NMA</p>	<p>Application for non-material amendments (amendments to the approved parameter plans to increase the size of 'Block A' (and corresponding reduction to Blocks B and C) to planning permission ref. 13/00880/OUT</p>	<p>Approved 19.01.2016</p>
<p>16/00722/NMA</p>	<p>Application for a non-material amendment to following a grant of planning permission: Proposed amendments to the wording of conditions nos. 5 &amp; 6 to change the amount of Class D2 floorspace (planning permission ref. 13/00880/OUT).</p>	<p>Approved 07.06.2016</p>
<p>16/01183/CONDC</p>	<p>Discharge of condition 4 [Phasing] from application 13/00880/OUT</p>	<p>Approved 25.10.2016</p>

#### **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)

##### **PUBLICITY:**

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

##### **4.3 EMERGENCY PLANNER:**

No objection.

##### **4.4 ENVIRONMENT AGENCY:**

No objection.

##### **4.5 ENVIRONMENTAL HEALTH:**

No objection.

##### **4.6 ESSEX AND SUFFOLK WATER:**

No objection.

##### **4.7 FLOOD RISK MANAGER:**

No objection.

##### **4.8 HIGHWAYS**

No objections subject to conditions

##### **4.9 LANDSCAPE AND ECOLOGY:**

No objections.

##### **4.10 NATURAL ENGLAND:**



No objection.

#### 4.11 PUBLIC FOOTPATHS OFFICER:

No objection.

### 5.0 POLICY CONTEXT

#### National Planning Guidance

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

The NPPF was published on 27th March 2012. Paragraph 13 of the Framework sets out a presumption in favour of sustainable development. Paragraph 196 of the Framework confirms the tests in s.38 (6) of the Planning and Compulsory Purchase Act 2004 and s.70 of the Town and Country Planning Act 1990 and that the Framework is a material consideration in planning decisions. Paragraph 197 states that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

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

- Achieving sustainable development
- Core Planning Principles
- Building a strong, competitive economy
- Ensuring the vitality of town centres
- Promoting sustainable transport
- Requiring good design
- Promoting healthy communities
- Meeting the challenge of climate change, flooding and coastal change
- Conserving and enhancing the natural environment

##### 5.2 Planning Practice Guidance

In March 2014 the Department for Communities and Local Government (DCLG) launched its planning practice guidance web-based resource. This was accompanied by a Written Ministerial Statement which includes a list of the previous planning policy guidance documents cancelled when the NPPF was launched. PPG contains 48 subject areas, with each area containing several subtopics. Those of particular relevance to the determination of this planning application comprise:

- Air quality
- Climate change
- Conserving and enhancing the historic environment
- Design
- Ensuring the vitality of town centres
- Health and wellbeing
- Flood Risk and Coastal Change
- Natural Environment
- Light pollution
- Noise
- Open space, sports and recreation facilities, public rights of way and local green space
- Renewable and low carbon energy
- Travel plans, transport assessments and statements in decision-taking
- Transport evidence bases in plan making and decision taking

### 5.3 Local Planning Policy

#### Thurrock Local Development Framework (2011)

The Council adopted the “Core Strategy and Policies for the Management of Development Plan Document” in December 2011. The Adopted Interim Proposals Map shows the site as a ‘Housing Land Proposal’. The following Core Strategy policies apply to the proposals:

### 5.4 OVERARCHING SUSTAINABLE DEVELOPMENT POLICY

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

### 5.5 SPATIAL POLICIES

- CSSP2 (Sustainable Employment Growth)
- CSSP3 (Infrastructure)

### 5.6 THEMATIC POLICIES

- CSTP6 (Strategic Employment Provision)
- CSTP7 (Network of Centres)
- CSTP9 (Well-being: Leisure and Sports)
- CSTP10 (Community Facilities)
- CSTP13 (Emergency Services and Utilities)
- CSTP14 (Transport in the Thurrock Urban Area)<sup>3</sup>
- CSTP18 (Green Infrastructure)
- CSTP19 (Biodiversity)

- CSTP20 (Open Space)
- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)<sup>2</sup>
- CSTP25 (Addressing Climate Change)<sup>2</sup>
- CSTP26 (Renewable or Low-Carbon Energy Generation)<sup>2</sup>
- CSTP27 (Management and Reduction of Flood Risk)<sup>2</sup>
- CSTP29 (Waste Strategy)

## 5.7 POLICIES FOR MANAGEMENT OF DEVELOPMENT

- PMD1 (Minimising Pollution and Impacts on Amenity)<sup>2</sup>
- PMD2 (Design and Layout)<sup>2</sup>
- PMD5 (Open Spaces, Outdoor Sports and Recreational Facilities)<sup>3</sup>
- PMD6 (Development in the Green Belt)<sup>2</sup>
- PMD7 (Biodiversity, Geological Conservation and Development)<sup>2</sup>
- PMD8 (Parking Standards)<sup>3</sup>
- PMD9 (Road Network Hierarchy)
- PMD10 (Transport Assessments and Travel Plans)<sup>2</sup>
- PMD12 (Sustainable Buildings)<sup>2</sup>
- PMD13 (Decentralised, Renewable and Low Carbon Energy Generation)
- PMD15 (Flood Risk Assessment)<sup>2</sup>
- PMD16 (Developer Contributions)<sup>2</sup>
  
- Emerging Design Strategy SPD (Supplementary Planning Document)

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

## 5.9 Focused Review of the LDF Core Strategy (2014)

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

## 5.10 Draft Site Specific Allocations and Policies DPD

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

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

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

## **6.0 ASSESSMENT**

The assessment below covers the following areas:

- I. Principle of the Development
- II. Access
- III. Layout
- IV. Scale
- V. Appearance
- VI. Landscaping and Public Realm
- VII. Lighting
- VIII. Energy and Sustainability
- IX. Drainage
- X. Other Matters

### **I. PRINCIPLE OF THE DEVELOPMENT**

- 6.1 The principle of development has been established by the grant of outline planning consent in 2014 under planning reference 13/00880/OUT.

- 6.2 Condition 4 of the outline permission required the agreement of a detailed programme of phasing for the development. Through an application to discharge this condition (16/01183/CONDC), it has been agreed that the leisure scheme will be delivered in a two phased development programme. This current application seeks approval of the reserved matters for Phase 1 of the development. The second Phase 2 development would be subject of a separate future reserved matters application.
- 6.3 The current application seeks approval of the access, layout, scale, appearance and landscaping of Phase.
- 6.4 The outline permission is subject to 32 planning conditions and 7 planning obligations. Some of these conditions require information for consideration with the reserved matters and is referenced in the below sections of this report. Condition 2 of the outline permission requires the reserved matters to be in compliance with certain parameter plans and the storey height requirements of the outline application's Design and Access Statement which were approved as part of the outline permission (it should be noted that there is a separate Design and Access Statement [DAS] with this reserved matters application). The relevant parameter plans for the reserved matters as stated in condition 2 are below:
- Parameter Plan 3 – Block plan and uses
  - Parameter Plan 4 – Minimum / Maximum siting
  - Parameter Plan 5 – Proposed heights
  - Parameter Plan 6 – Proposed public realm and vehicular access works
- 6.5 This application presents an opportunity for the Council to secure a high quality leisure development in the Lakeside Basin which once delivered, would significantly contribute to the vitality and viability of the Basin in accordance with spatial policies CSSP2 (Sustainable Employment Growth) and policy CSSP3 (Sustainable Infrastructure).

## II. ACCESS

- 6.6 Parameters Plan 6 of the outline permission established the proposed public realm and vehicular access works for the reserved matters. This application therefore expands upon the parameter plan in regards to access.
- 6.7 The proposal results in the stopping up and closure of part of the western internal road between car parks no.9 and no.11. The section of road would be replaced by the 'Events Boulevard' providing access to all parts of the development.
- 6.8 The means of access is required by condition 3 of the outline permission to be included in the reserved matters. The 'Arrival Points' 1 and 2 at the north and

southern ends of the Lakeside Leisure area would provide the drop off points, taxi and bus stop locations on either side of this road. A new roundabout junction is proposed and would provide a revised access arrangements to this area and changes to the exit arrangements to car parks 10 and 12. At the time of drafting this report the Council's Highway Team were not satisfied with the design of the roundabout however this matter could be reasonably addressed via planning condition.

- 6.9 Details of the movement network are required by condition 10 of the outline permission to be included in the reserved matters. This shows that new footways and cycle ways would be provided linking to 'Arrival Points' 1 and 2, and the 'Lakeside Path'. The 'Lakeside Path' would reduce the carriageway width from 4 to 3 lanes along the internal road to the west of the LSC with 2 lanes for inbound traffic and 1 for outbound and include additional zebra crossings. The path would form a dual footway and cycleway [3m wide] with a landscape verge [1m wide] between the carriageway and the path. The development would be DDA compliant to allow for access for people with disabilities and restricted mobility, which is also a requirement of condition 23 of the outline permission. The site is well served in sustainability terms by public transport with 13 bus services and the Chafford Hundred railway station. The plans and information provided in the DAS shows the movement network is designed to achieve the requirements of policy CSTP14 (Transport in the Thurrock Urban Area).
- 6.10 The proposed revised exit arrangements to car parks 10 and 12 would result in the loss of a small number of parking spaces, 15 in total, but car park 12 is currently only opened at peak times and as a result of the proposals will be opened throughout the year instead and provides 1,965 spaces. The loss of parking through car parks 9 and 11 was accepted through the outline permission. The applicant is not looking to introduce parking charges which is encouraged through policy CSTP14 (Transport in the Thurrock Urban Area) because this could lead to 'distorted car park patterns', and a loss of trade to the Bluewater shopping centre, which offers free car parking.
- 6.11 Details of cycle parking provision are required by condition 12 of the outline permission to be included in the reserved matters. A total of 36 cycle parking spaces would be provided with the development and would be provided within multi storey car park no.10 near 'Arrival Point 1' and near to 'Arrival Point 2'. The cycle parking would meet the requirements of policy PMD8 (Parking Standards).
- 6.12 Details of the servicing strategy are required by condition 11 of the outline permission to be included in the reserved matters. For Phase 1 'Block A' would be serviced via the existing service road that runs between the existing bus station, the LSC and car park 10 and terminates at a screened service yard in between the LSC and car park 9. The existing service yard would be increased in size to

accommodate the need for servicing the new leisure and restaurant units in 'Block A'. The existing service arrangements to units to the south of this area and the 'Boardwalk' would be maintained and amended to allow for turning arrangements to be included adjacent to 'Arrival Point 2'. The plans demonstrate that emergency vehicle access be provided through the 'Lakeside Leisure' area.

- 6.13 The application for the northern extension to the LSC, the 'Lakeside Retail' proposal, is currently subject of a live planning application (16/01120/OUT) which would result in the loss of the existing bus station which is closer to this area than the proposed new bus station. However, the new bus station would form part of a transport hub with better connections to Chafford Hundred Railway station and the urban area of Chafford Hundred which is recognised as a requirement of policy CSTP14 (Transport in the Thurrock Urban Area). To access the 'Lakeside Leisure' area users would need to pass through the LSC internally or travel around the southern side of the LSC via the new footway/cycle routes proposed through this and the 'Lakeside Retail' application. The applicant has advised that the opening hours for the 'Lakeside Leisure' area are likely to be in line with that of the existing cinema. The s.106 agreement to the outline permission for the 'Lakeside Leisure' requires the Council to approve a pedestrian access route through the shopping centre to Chafford Hundred railway station.
- 6.14 Based on the information above the access is acceptable for this Phase 1 development and accords with Parameter Plan 6 and the relevant conditions of the outline permission.

### III. LAYOUT

- 6.15 Parameter Plan 3 (Block plan and Uses), Parameter Plan 4 (Minimum / Maximum siting) and Parameter Plan 6 (Proposed Public Realm and Vehicular Access Works) of the outline permission establish the parameters for the reserved matters informing the layout of the Phase 1 development. Prior to the submission of this reserved matters application a non-material amendment application reference 15/1504/NMA agreed amendments to a slight increase in size for 'Block A', with a reduction for future Blocks B and C which would subject of a Phase 2 reserved matters application.
- 6.16 For this application 'Block A' would form the largest building for Phase 1 and would be sited to the west elevation of the LSC and between car park no.10 to the north and the Marks and Spencer unit to the south. The ground floor layout would comprise of 10 café/restaurant units (Class A3) with the exception of the following leisure units (Class D2): two entrances to units 21 and 22, the ground floor entrance to Unit 11 which would be the Nickelodeon Family Entertainment Centre and an entrance to unit 13 which would be a large ground floor leisure unit (Class D2). At first floor level unit 23 would be a café/restaurant use (Class A3) with the

rest of the first floor space used for three leisure units (Class D2). The service yard is proposed to the rear of 'Block A' with access using the existing service road.

- 6.17 'The Street' would be formed to the south of 'Block A' and a roof canopy would link car park 10 from 'Block A'. The other key areas of Phase 1 are 'The Activity Square', the 'Events Boulevard', 'Arrival Points', 'Interim Landscaping' and the 'Lakeside Path' and will form important spaces to the front elevation of 'Block A' and 'The Street' but also link in with the wider area. The 'Interim Landscaping' area would lead to improvements for the public realm with its transition from a car park area and would establish an improved relationship with Lake Alexandra.
- 6.18 With regard to floorspace provision conditions 5 (floorspace) and 6 (uses) of the outline permission set out the floorspace limitations for all proposed uses, however, as set out above, this was amended through application 16/00722/NMA which agreed non material amendments to an increase in leisure floorspace (Class D2) with a reduction in floorspace for café/restaurants/drinking establishments and takeaway uses (Classes A3/A4/A5). For this reserved matters application the DAS identifies the floorspace to be provided through this Phase 1 development and all floorspaces fall within the requirements of the conditions 5 and 6 as amended through application 16/00722/NMA. The future Phase 2 development can still be delivered in accordance with the floorspace and use requirements of conditions 5 and as amended through application 16/00722/NMA.
- 6.19 The layout of the proposed development is acceptable and accords with the parameter plans and relevant conditions of the outline permission for this phase of development.

#### IV. SCALE

- 6.20 Parameter Plan 5 (Proposed heights) of the outline permission identified that the maximum height of buildings to be no more than 17m. In regard to surrounding buildings the LSC roof is 15.95m but elements such as the tower entrance features are each 24.45m high. Car park 10 is 16.62m high, Marks and Spencer 16.68m high and the Boardwalk buildings are 17m for the restaurant building and 11.1m for the cinema building.
- 6.21 For Phase 1, 'Block A', as previously stated, represents the largest building for this Phase 1 development which accords with the height parameters of Parameter Plan 5 and would be of a similar scale to the surroundings buildings in this location.
- 6.22 'The Street' would include a feature canopy style roof at varying heights up to 19m in height. Parameter Plan 5 of the outline permission only identified the parameter heights of the building blocks and not this canopy feature. Nevertheless this canopy



feature at the height shown would sit comfortably between 'Block A' and the existing Marks and Spencer unit in terms of its overall scale.

- 6.23 The 'Activity Square', the 'Events Boulevard', 'Arrival Points', 'Interim Landscaping' and the 'Lakeside Path' areas all fall within the height parameters of Parameter Plan 5 of the outline permission.
- 6.24 The scale of the proposed development is acceptable and accords with the parameter plans and relevant conditions of the outline permission for this phase of development.

## V. APPEARANCE

- 6.25 In addition to the elevation plans the DAS shows through a number of illustrations of how the development would appear when complete. The existing LSC and surrounding development is characterised by predominantly facing brick facades with various parapet and canopy features along with large areas of glazing to demarcate the entrances to the LSC. The LSC is a late 1980's shopping centre reminiscent of commercial developments of that time.
- 6.26 The proposed development adopts a modern design approach and will appear significantly different to the existing LSC but is a high quality design which will use a variety of materials including specific lighting, metal cladding, steel work, and large areas of glazing. The DAS states, in reference of 'Block A', that the proposed design 'implements a layering approach of folded metal cladding panels integrating lighting'. Individual design features include jettied projecting screens, glazed balcony areas (at first floor level), glazed shop front units and canopy awnings to each restaurant unit.
- 6.27 For 'The Street' the existing Marks and Spencer entrance lobby features would be removed in favour of two smaller glazed entrances reducing projection coverage into this area. As such 'The Street' would be 20m wide for its entire length to the entrance to the existing LSC and its appearance would include two staggered canopy roof features that would be supported by metal posts with an enclosed roof above linking 'Block A' to the Marks and Spencer unit to the south.
- 6.28 To maintain consistency with the appearance of the shop front units of 'Block A' and 'The Street' the applicant has produced their own corporate design guide requiring future tenants to adhere to design principles and guidance regarding glazing, lighting, colours, outdoor seating and advertisements
- 6.29 The appearance of 'The Street' Activity Square, 'Events Boulevard', 'Arrival Points', 'Interim Landscaping' and 'Lakeside Path' would all feature a range of materials for hard and soft landscaping that define these spaces a high quality elements of the

public realm. Condition 24 of the outline permission requires details of the materials for the development to be agreed through a discharge of condition application process. The hard and soft landscaping details are further explained below.

- 6.30 Condition 25 of the outline permission required measures to be incorporated into the design of the proposal to ensure the development is safe and secure in design for the 'layout' and 'appearance'. The development would include a number of measures that reduce crime including vehicle security barrier between car park 10 and 'Block A' and specific street furniture.
- 6.31 The appearance of the proposed development is acceptable and accords with the relevant conditions of the outline permission for this phase of development.

## VI. LANDSCAPING AND PUBLIC REALM

- 6.32 Condition 9 of the outline permission requires details of the landscaping to be agreed through the reserved matters and as stated above Parameter Plan 6 of the outline permission requires details of the proposed public realm and vehicular access works to be approved through the reserved matters.
- 6.33 For Phase 1 the key features of the public realm improvements are 'The Street', Activity Square, 'Events Boulevard', 'Arrival Points' and 'Interim Landscaping'.
- 6.34 'The Street' would include a central seating area, feature paving and a water table feature all centrally located along this covered street. The water feature would form part of a connecting system linking to the 'Events Boulevard' and a water jet feature at 'The Activity Square'. 'The Street' would have restaurant uses opening out into this area with space allocated for each restaurant unit. The main pedestrian routes would either side of the central public realm features.
- 6.35 The 'Events Boulevard' would include similar features to 'The Street' plus mounds, sculptured seating, an events platform and feature landscaping areas. 'Arrival Point 1' links to the 'Events Boulevard' and a new canopy covered route would be formed between 'Block A' and the car park leading to one of the LSC entrances where car park 10 currently links the LSC.
- 6.36 'The Activity Square' links 'The Street', the 'Events Boulevard', the existing connecting pedestrian route to the cinema and Boardwalk restaurants and the new 'Arrival Point 2' location. 'The Activity Square' would form a water jet feature, landscaping areas, outdoor seating and an interactive digital screen.
- 6.37 To the west of the 'Events Boulevard' is an area of space that would be used for a range of uses for Phase 1. In the future this area would be developed further as Phase 2, which would be subject to a separate reserved matters application. For

Phase 1 this area would be accessed via a central route linking to edge of Lake Alexandra where a floating pontoon would be formed for future lake activities. Two 'interim space' zones would be created to either side of the central route and these 'interim spaces' would allow for a range of uses and seasonal events. These areas would include a range of street furniture, landscaping and feature paving.

- 6.38 For hard landscaping of these areas a range of colours would be used in the form of paving, asphalt, raised edge planters, metal edging, timber seats, concrete seats, steel planters and moveable timber planters. For soft landscaping a range of planting species would be used including bulb planting areas, wild flower meadows, hedge planting, artificial turf, and tree species such as birch and lime trees. A large number of trees would be removed as a result of this proposal but replacement tree planting is proposed and is welcomed by the Council's Landscape and Ecology Advisor to mitigate the loss of trees. Alongside the landscaping, ecological enhancements are to be installed including nesting boxes, bat boxes and invertebrate habitats, which is part of the requirements of condition 9 of the outline permission for ecological enhancements.
- 6.39 The Council's Landscape and Ecology Advisor considers that the overall landscape scheme is appropriate for the site and will result in positive enhancements to public realm including the access road beside the lake. The landscaping and public realm features of the proposed development are therefore acceptable and accord with Parameter Plan 6 and the relevant conditions of the outline permission for this phase of development.

## VII. LIGHTING

- 6.40 Details of lighting are required by condition 10 of the outline permission to be included in the reserved matters. A number of plans and the detailed DAS explain the importance of lighting to enhance its appearance and to create an area of quality public realm attractive to all future users. A lighting strategy has been created for each key area of the development and the plans show different levels of lighting the development for Phase 1. Seven lighting zones are proposed with varying degrees of lux ranging from low level areas of 7.5 lux for the Waterfront and Interim Events Space; 15 lux for the 'Events Boulevard', Activity Square, car park 10 link and 'Arrival Point 1'; and 75 lux for 'The Street'. A range of lighting technologies would be used to illuminate these areas but also to avoid light pollution. Consultation responses from the Council's Environmental Health Officer, Landscape and Ecology Advisor and Natural England raise no objections to the lighting measures, which are therefore considered acceptable for this development.

## VIII. ENERGY AND SUSTAINABILITY

- 6.41 To meet policy PMD13 (Decentralised, Renewable and Low-carbon Energy

Generation) and the requirements of condition 8 (Energy Strategy) of the outline permission for this Phase 1 development an Energy Statement has been submitted to demonstrate measures applied to the shell of the building and a route for future tenants of the units to achieve the standards. The development will include the following: passive and efficient designed windows, mechanical services and lighting; Air Source Heat Pumps; future connection to a District Heating System; and one photovoltaic array on the roof of 'Block A'. All of these measures are considered acceptable.

- 6.42 Condition 7 of the outline permission requires compliance with the BREEAM 'Very Good' rating and such measures are required to be agreed prior to the commencement of construction so is separate to this reserved matters application.

#### IX. DRAINAGE

- 6.43 Conditions 27 and 28 of the outline permission require details of the surface water drainage and foul water drainage schemes to be submitted prior to the commencement of development. The agreement of these details will be dealt with through a separate application process to this application but the details contained within the reserved matters show that surface water features would be installed as public realm features for Phase 1. These surface water features drain to the existing surface water drainage system which serves the LSC and outfalls via a series of drainage processes into Lake Alexandra. The Flood Risk Manager has no objections to these water feature installations.

The foul drainage through this development would connect to the existing systems.

#### X. OTHER MATTERS

- 6.44 In granting outline planning permission the development accorded with the LDF Core Strategy and Policies for the Management of Development, and therefore met the NPPF's 'presumption in favour of sustainable development'. This reserved matters application accords with the requirements of the outline planning permission meaning that the NPPF's 'presumption in favour of sustainable development' is met.

### 7.0 CONCLUSIONS AND REASON(S) FOR APPROVAL

- 7.1 It is considered that the details submitted would ensure that the development is acceptable in terms of the access, layout, scale, appearance and landscaping, as required by local and national planning policies. Therefore it is recommended that the reserved matters are approved which will bring forward a high quality modern development to update, improve and diversify the LSC and the wider Lakeside Basin, which would be beneficial for the local economy at this Key Strategic

Economic Hub, as identifies in LDF policy CSSP2 (Sustainable Employment Growth).

**8.0 RECOMMENDATION**

8.1 It is recommended that the reserved matters are APPROVED subject to the following conditions:

**Approved Plans**

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

Plan Number(s):		
Reference	Name	Received
120066-D-101A	Location Plan	9th September 2016
16-02401-HL-XX-XX-DR-Y-XXX-0001-	Other	10th October 2016
M5397 200 D02	Other	10th October 2016
150332-D-201-B	Block Plan	10th October 2016
150332-D-204-B	Proposed Floor Plans	10th October 2016
150332-D-205-B	Proposed Floor Plans	10th October 2016
150332-D-206-B	Roof Plans	10th October 2016
150332-D-207-B	Proposed Elevations	10th October 2016
150332-D-208-B	Proposed Elevations	10th October 2016
150332-D-209-B	Proposed Elevations	10th October 2016
150332-D-210-B	Proposed Elevations	10th October 2016
150332-D-211-B	Proposed Elevations	10th October 2016
150332-D-212-B	Drawing	10th October 2016
150332-D-213-B	Sections	10th October 2016
150332-D-214-B	Sections	10th October 2016
16-02401-HL-XX-XX-DR-Y-XXX-0004-	Other	10th October 2016
M5397 310 D01	Other	10th October 2016
XX-XX-DR-Y-XXX-0002-P2	Other	7th September 2016
XX-XX-DR-Y-XXX-0003-P2	Other	7th September 2016

2525-ATR-001-D	Other	7th September 2016
2525-ATR-003-C	Other	7th September 2016
2525-ATR-005-D	Other	7th September 2016
2525-ATR-005-D	Other	7th September 2016
2525-ATR-010-D	Other	7th September 2016
2525-ATR-013-C	Other	7th September 2016
2525-ATR-014-C	Other	7th September 2016
2525-ATR-015-B	Other	7th September 2016
2525-ATR-016-C	Other	7th September 2016
2525-ATR-017-A	Other	7th September 2016
8525-SK-010-C	Other	7th September 2016
8525-SK-012-C	Other	7th September 2016
8525-SK-016-B	Other	7th September 2016
8525-SK-017-A	Other	7th September 2016
8525-SK-021-D	Other	7th September 2016
8525-SK-024-A	Other	7th September 2016
8525-SK-025-A	Other	7th September 2016
150332-D-202-A	Block Plan	7th September 2016
150332-D-203-B	Other	25 <sup>th</sup> October 2016
70018524-ART-007-D	Other	7th September 2016
M5397 100 D016	Other	7th September 2016
M5397 100.1 D01	Other	7th September 2016
M5397 103 D03	Other	7th September 2016
M5397 104 D02	Other	7th September 2016
M5397 400 D05	Other	7th September 2016
M5397 401 D04	Other	7th September 2016
M5397 402 D00	Other	7th September 2016
M5397 403 D01	Other	7th September 2016
M5397 410 D02	Other	7th September 2016
M5397 411 D00	Other	7th September 2016
M5397 703 D01	Other	7th September 2016
8525-ATR-012-D	Other	7th September 2016
M5397 105 D00	Other	7th September 2016

Reason: For the avoidance of doubt and in the interests of good planning.

### **Roundabout Junction Design**

2. Notwithstanding the details stated within the application, details of a revised road traffic junction between car park no.10 and car park no.12 and the northern link road to replace the existing roundabout junction shall be submitted to and approved in writing by the local planning authority. The details shall be provided prior to commencement of development. The

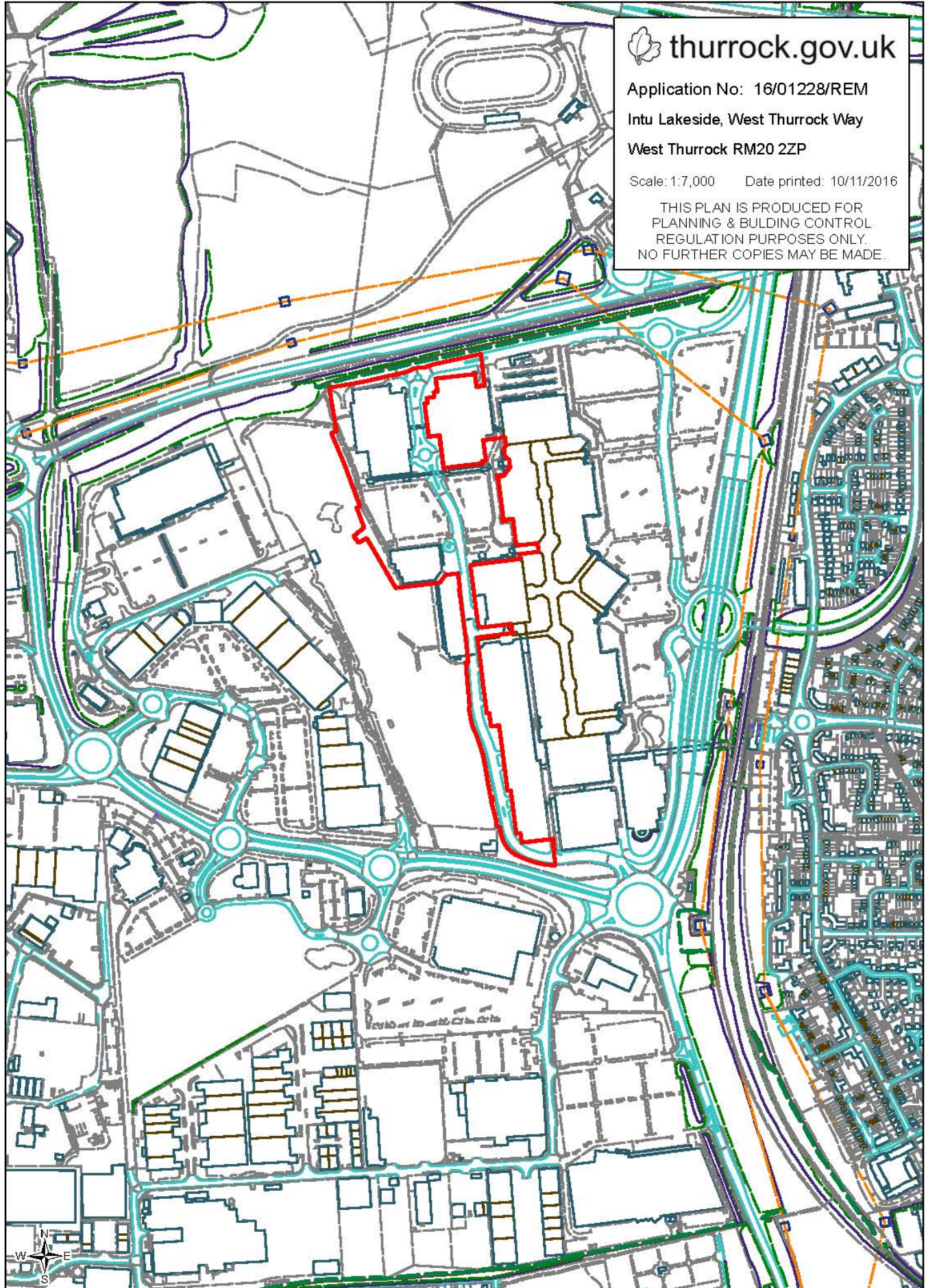
details as approved shall be implemented prior to occupation of the development and retained as such thereafter.

Reason: To ensure acceptable access arrangements for all forms of transport using this junction in the interests of highway safety to accord with policies CSPTP14, PMD2 and PMD9 of the LDF Core Strategy and Policies for Management of Development [2015.]

**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)



 **thurrock.gov.uk**

Application No: 16/01228/REM

Intu Lakeside, West Thurrock Way

West Thurrock RM20 2ZP

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