

<p>Reference: 17/00548/REM</p>	<p>Site: Land To east of Euclid Way and South of West Thurrock Way West Thurrock Essex</p>
<p>Ward: West Thurrock and South Stifford</p>	<p>Proposal: Approval of reserved matters (layout, scale, appearance and landscaping) for Phase 1 of the outline part of application ref. 13/01231/FUL, comprising the construction of 214 residential dwellings, new public open space, car parking and associated infrastructure works</p>

Plan Number(s):		
Reference	Name	Received
AA4678-2001A	Site Location Plan	16th May 2017
AA4678-2002A	Site Constraints Plan	16th May 2017
AA4678-2003C	Proposed Masterplan	29th June 2017
AA4678-2004E	Proposed Site Layout	6th July 2017
AA4678-2005F	Proposed Floor Plans	6th July 2017
AA4678-2006C	Dwelling Type Plan	29th June 2017
AA4678-2007F	Parking Plan	6th July 2017
AA4678-2008C	Proposed Cycle Plan	29th June 2017
AA4678-2009C	Proposed Refuse Storage Plan	29th June 2017
AA4678-2010C	PV Plan	29th June 2017
AA4678-2011C	Materials Layout Plan	29th June 2017
AA4678-2015A	Street Elevations 1, 2, 3	16th May 2017
AA4678-2016	Street Elevations	16th May 2017
AA4678-2017B	Street Elevations 6	7th June 2017
AA4678-2021A	Perimeter Block A Front Elevations	16th May 2017
AA4678-2022A	Perimeter Block A Rear Elevations	16th May 2017
AA4678-2023A	Perimeter Block B Front Elevations	16th May 2017
AA4678-2024A	Perimeter Block B Rear Elevations	16th May 2017
AA4678-2025A	Perimeter Block C Rear Elevations	16th May 2017
AA4678-2026A	Perimeter Block D Elevations	16th May 2017

AA4678-2027B	Perimeter Block E Front Elevations	7th June 2017
AA4678-2028B	Perimeter Block E Rear Elevations	7th June 2017
AA4678-2029B	Elevations	7th June 2017
AA4678-2030B	Perimeter Block E Rear Elevations	7th June 2017
AA4678-2031B	Perimeter Block G Front Elevations	7th June 2017
AA4678-2032B	Perimeter Block G Rear Elevations	7th June 2017
AA4678-2033A	Elevations	16th May 2017
AA4678-2051A	House Type A1	16th May 2017
AA4678-2052A	House Type B1	16th May 2017
AA4678-2053A	House Type C1	16th May 2017
AA4678-2054A	House Type D1	16th May 2017
AA4678-2055A	House Type E1	16th May 2017
AA4678-2056A	House Type M2	16th May 2017
AA4678-2057A	House Type A2	16th May 2017
AA4678-2058A	House Type A3	16th May 2017
AA4678-2059A	House Type B2	16th May 2017
AA4678-2060A	House Type B3	16th May 2017
AA4678-2061A	House Type C2	16th May 2017
AA4678-2062A	House Type D2	16th May 2017
AA4678-2063A	House Type E2	16th May 2017
AA4678-2064A	House Type M1	16th May 2017
AA4678-2065A	Block 1 Plans	16th May 2017
AA4678-2066A	Block 1 Elevations	16th May 2017
AA4678-2067A	Block 2 Plans	16th May 2017
AA4678-2068A	Block 2 Elevations	16th May 2017
AA4678-2069A	Block 3 Plans 1	16th May 2017
AA4678-2070A	Block 3 Plans 2	16th May 2017
AA4678-2071A	Block 3 Elevations	16th May 2017
AA4678-2072A	Block 4 Plans 1	16th May 2017
AA4678-2073A	Block 4 Plans 2	16th May 2017
AA4678-2074A	Block 4 Elevations	16th May 2017
AA4678-2075A	Block 5 Plans	16th May 2017
AA4678-2076A	Block 5 Elevations	16th May 2017
AA4678-2077	House Type E3	16th May 2017
AA4678-2078A	Cycle Store	16th May 2017
AA4678-2079A	Refuse Store Plans	16th May 2017
PR095-01F	Pocket Park Details	29th June 2017

PR095-02G	Landscape Masterplan	29th June 2017
1630-WSP-00-00-DR-CE-01-I	Masterplan Proposed Layout	29th June 2017
1630-WSP-00-00-SK-CE-08-E	Proposed Cycle Route	29th June 2017
1630-WSP-00-00-SK-CE-07-E	Proposed Layout and Tracking of Square	29th June 2017
1630-WSP-00-XX-DR-CE-03-F	Street Hierarchy Plan	29th June 2017

<p>The application is also accompanied by:</p> <ul style="list-style-type: none"> - Design and Access Statement (inc. Landscape Design), prepared by PRP Architects and Matt Lee - Landscape Architecture; - Planning Statement, prepared by Savills; - Drainage Statement, prepared by WSP Parsons Brinckerhoff; - Energy Statement, prepared by BBS Environmental; - Arboricultural Impact Assessment, prepared by Southern Ecological Solutions; - Noise Impact Assessment, prepared by SRL Technical Services Limited; - Air Quality Assessment, prepared by SRL Technical Services Limited; - Construction Method Statement and Construction Management Plan, prepared by Bellway Homes Ltd (Essex); - Full Residential Travel Plan (Issue 3) FINAL, prepared by WSP Parsons Brinckerhoff. 	
<p>Applicant: Bellway Homes Ltd (Essex)</p>	<p>Validated: 24 April 2017 Date of expiry: 28 July 2017 (Extension of time agreed with applicant)</p>
<p>Recommendation: Approve, subject to conditions</p>	

This application is scheduled for determination by the Council's Planning Committee because the hybrid planning application to which this application relates (13/01231/FUL) was considered and determined by the Council's Planning Committee.

1.0 DESCRIPTION OF PROPOSAL

- 1.1 In May 2015 Thurrock Council granted outline planning permission for the *'Demolition of existing buildings and redevelopment to provide: in detail: a superstore extending 6,694 sq.m. (GIA) (Use Class A1) and petrol filling station; restaurants extending 704 sq.m. (GIA) (Use Class A3); a drive-through restaurant extending 246 sq.m. (GIA) (Use Class A3/5); community space extending 1,026*

sq.m. (GIA) (Use Class D1/2); and associated car parking, landscaping and highways improvements; in outline (all matters reserved except access): up to 320 residential units (Use Class C3) and associated highways improvements. Hybrid application' (ref: 13/01231/FUL). In summary, full planning permission was granted for non-residential elements comprising a retail foodstore etc. and outline permission was granted for a residential development of up to 320 dwellings. The permission was subject to a number of planning conditions and a s106 legal agreement.

- 1.2 This application relates to Phase 1 of the residential element and comprises the submission of reserved matters addressing layout, scale, appearance and landscaping for the construction of 214 residential dwellings, new public open space, car parking and associated infrastructure works. Details to satisfy condition nos. 3 (reserved matters), 8 (boundary treatments), 11 (renewable energy), 16 (surface water drainage), 17 (demolition and CEMP), 27 (external materials), 28 (bin stores), 32 (travel plan) and 44 (noise insulation) have also been submitted as part of this application.
- 1.3 Table 1 below summarises some of the main points of detail contained within the development proposal:

Site Area	Approximately 5 hectares					
Density	42.8 dwellings per hectare					
Total dwellings	Type (ALL)	1-bed	2-bed	3-bed	4 bed	TOTAL
	Houses	0	53	43	22	118
	Flats	28	68	0	0	96
	TOTAL	28	121	43	22	214
Building Height	Two storey houses, three and four storey apartments blocks					
Public Open Space	0.62 Ha, comprising Central Park and the Attenuation Pond area					
Car Parking	1 and 2-bed flats – 1 allocated space per flat (total 96) 2-bed houses – 1 allocated space per house + 0.5 unallocated space per house 3-bed houses – minimum 1 allocated space (2 spaces where available) + 0.5 unallocated spaces per house (total for 2 & 3-bed houses 119) 4-bed houses – 2 allocated spaces per house + 0.5 unallocated space per house (total 46) Visitor / unallocated spaces total 73					

Overall total: 334 (equivalent to 1.56 spaces per dwelling)

1.4 Vehicular access arrangements for the whole of the site were approved with the outline permission and the residential development is from West Thurrock Way. Highways mitigation measures, particularly associated with the approved foodstore were provided within the outline application and a s.106 legal agreement will deliver financial contributions which can be used by the Council to improve accessibility to the site from elsewhere within the Lakeside Basin. More specifically, the obligations would deliver payments to enable additional pedestrian crossing facilities on West Thurrock Way, a payment towards provision of a hopper bus service linking the site and Lakeside Basin and a contribution which will deliver plaza / public realm improvements.

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

1.6 Appearance

A modern contemporary design is proposed and promoted by the applicant as an opportunity to define quality housing within an area which is presently dominated by commercial and industrial uses. The proposed housing types comprise six basic house types, with a small number of variations within these six styles. Proposed flats are arranged in five separate blocks with two types of accommodation. Houses would be finished with facing brick with either tiled pitched roofs or monopitched roofs finished with a standing seam membrane. Flat blocks would be finished in brickwork and cladding with either pitched, tiled or flat roof forms. Proposed elevations are modern in appearance incorporating 'oversized' window openings and distinctive 'banded' brickwork at ground floor level.

1.7 Landscaping

Proposed public open space would comprise a large area of space at the centre of the site which will provide a central communal open space. This 'Central Park' will be laid out to a contemporary design with raised lawn areas and some significant groups of trees. This urban pocket park will feature white concrete retaining walls with timber slatted seats designed to resonate with the character of the exposed areas of chalk cliff that define the edges of the wider Lakeside basin. Additionally, street trees are proposed to be planted along access routes within the site.

1.8 Layout

The layout features robust street blocks comprising both houses and flats, areas of public open space, roads and footways. Each property would generally have access to off-street car parking, although some houses would benefit from in-curtilage car parking. Each house would have a private garden and the flat blocks are generally arranged to overlook areas of public open space and some flats would have private balconies.

1.9 Scale

The development would comprise 2-storey houses. The flat blocks would be 3 to 4 storeys high.

2.0 SITE DESCRIPTION

- 2.1 The application site is an irregularly shaped parcel of land generally located to the south of West Thurrock Way (B186) and in-between the Tony Le Voi car dealership roundabout (to the east) and the Weston Avenue roundabout junction to the west. Euclid Way forms the western boundary of the site. On the northern side of the B186 opposite the site are retail and restaurant uses (The Range, Currys, Home Sense, Pizza Hut etc.) with associated car parking and circulation areas. To the south the site is bordered by business and light industrial uses within a commercial park located on the northern side of Motherwell Way. To the west of the site are retail uses and parking areas located on the 'Tunnel Estate'. To the south of this estate and to the west of Euclid Way are a range of commercial uses, including vehicle servicing, located on Central Avenue and Joddrell Way. To the east of the site is the Costco retail warehouse building and associated car parking areas.
- 2.2 Commercial uses currently occupy the Phase 2 residential area adjacent to West Thurrock Way. These uses comprise, arranged from west to east, the vacant former Harry Ramsden's restaurant, Frankie & Benny's restaurant, the vacant former Gala bingo building, a drive-through KFC restaurant, a Vauxhall car dealership, a Kia car dealership and finally a TGI Friday's restaurant. All of these uses have associated parking and circulation areas, access roads and amenity tree planting. A foul water pumping station is located immediately to the south of West Thurrock Way to the west of the TGI Friday's use. It should be noted that this Phase 2 residential area is not part of the current site.
- 2.3 The current site comprises open and undeveloped land characterised by scrub and ruderal vegetation. The site formed part of the former chalk quarry and workings which occupied what is now the Lakeside Basin. The site is located within the high risk flood zone (Zone 3) with ground levels falling across the site from north (2.7m

AOD) to south (-0.4m AOD). Levels at West Thurrock Way next to the site are noticeably higher than the site at approximately 4m A.O.D. The site contains a surface water balancing pond close to its eastern boundary.

3.0 RELEVANT HISTORY

There is an extensive planning history for the application site. However, it is considered the only relevant application is the recent outline permission. The early planning history for the site includes planning applications associated with the winning and working of chalk.

Reference	Description	Decision
13/01231/FUL	Demolition of existing buildings and redevelopment to provide: in detail: a superstore extending 6,694 sqm (GIA) (Use Class A1) and petrol filling station; restaurants extending 704 sqm (GIA) (Use Class A3); a drive-through restaurant extending 246 sqm (GIA) (Use Class A3/5); community space extending 1,026 sqm (GIA) (Use Class D1/2); and associated car parking, landscaping and highways improvements; in outline (all matters reserved except access): up to 320 residential units (Use Class C3) and associated highways improvements. Hybrid application.	Approved
17/00343/NMA	Application for a non-material amendment following a grant of planning permission: Proposed removal of condition no. 10 (Code for Sustainable Homes) of planning permission ref. 13/01231/FUL	Approved
17/00679/FUL	Application for remediation and associated engineering works for Phase 1 of the outline part of planning permission 13/01231/FUL	Under consideration

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

4.2 ESSEX COUNTY COUNCIL - ARCHAEOLOGY:

No objection.

4.3 EMERGENCY PLANNING:

Request a planning condition requiring a site specific flood warning and evacuation plan.

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 comments raised with regard to the reserved matters submission.

4.8 HIGHWAYS:

No objection subject to condition

4.9 HOUSING:

No objection.

4.10 LANDSCAPE AND ECOLOGY ADVISOR:

No objection.

4.11 NATURAL ENGLAND:

No objection.

4.12 PUBLICITY:

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

One neighbour letter response has been received from an adjoining commercial occupier supporting the principle of housing in the area but querying land ownership and lease issues.

5.0 POLICY CONTEXT

National Planning Guidance

National Planning Policy Framework (NPPF)

5.1 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.

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

- 1. Building a strong, competitive economy
- 4. Promoting sustainable transport
- 6. Delivering a wide choice of high quality homes
- 7. Requiring good design
- 8. Promoting healthy communities
- 10. Meeting the challenge of climate change, flooding and coastal change
- 11. Conserving and enhancing the natural environment.

Planning Practice Guidance

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

- Climate change
- Design
- Determining a planning application

- Environmental Impact Assessment
- Flood risk and coastal change
- Health and wellbeing
- Housing – optional technical standards
- Land affected by contamination
- Natural environment
- Noise
- Open space, sports and recreation facilities, public rights of way and local green space
- Planning obligations
- Renewable and low carbon energy
- Transport evidence bases in plan making and decision-taking
- Travel plans, transport assessments and statements in decision-taking
- Use of planning conditions.

Local Planning Policy

Thurrock Local Development Framework (2011)

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

Spatial Policies:

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

Thematic Policies:

- CSTP1 (Strategic Housing Provision)
- CSTP9 (Well-being: Leisure and Sports)
- CSTP14 (Transport in the Thurrock Urban Area: Purfleet to Tilbury)
- CSTP15 (Transport in Greater Thurrock)
- CSTP18 (Green Infrastructure)
- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)
- CSTP25 (Addressing Climate Change)
- CSTP26 (Renewable or Low-Carbon Energy Generation)
- CSTP27 (Management and Reduction of Flood Risk)

Policies for the Management of Development:

- PMD1 (Minimising Pollution and Impacts on Amenity)

- PMD2 (Design and Layout)
- PMD3: Tall Buildings
- PMD4 (Historic Environment)
- PMD5 (Open Spaces, Outdoor Sports and Recreational Facilities)
- PMD7 (Biodiversity, Geological Conservation and Development)
- PMD8 (Parking Standards)
- PMD9 (Road Network Hierarchy)
- PMD10 (Transport Assessments and Travel Plans)
- PMD12 (Sustainable Buildings)
- PMD13 (Decentralised, Renewable and Low Carbon Energy Generation);
- PMD15 (Flood Risk Assessment)
- PMD16 (Developer Contributions)

5.5 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 2014 meeting 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.

Thurrock Local Plan

- 5.6 In February 2014 the Council embarked on the preparation of a new Local Plan for the Borough. Between February and April 2016 the Council consulted formally on an Issues and Options (Stage 1) document and simultaneously undertook a 'Call for Sites' exercise. It is currently anticipated that consultation on an Issues and Options (Stage 2 Spatial Options and Sites) document will be undertaken later in 2017.

5.7 Thurrock Design Guide

This Guide was adopted in March 2017 as a Supplementary Planning Document to the adopted Core Strategy and should be considered as a material consideration in the determination of planning applications.

6.0 ASSESSMENT

BACKGROUND

The assessment below principally those matters which were reserved for future consideration when outline planning permission for the residential elements were granted permission, namely:

- Appearance;
- Landscaping;
- Layout; and
- Scale

- 6.1 The principle of the residential development on the site for up to 320 residential units (to which this land parcel forms the first phase) was established through the outline planning permission granted in 2015 (ref. 13/01231/FUL). The outline permission was subject to a number of planning conditions which require information to be provided for the reserved matters (condition 3), which are assessed below.
- 6.2 Members are reminded that the outline consent was also subject to a s106 planning obligation which secured financial contributions principally towards highway works and public realm improvements. It is not possible to revisit the terms of the s.106 through the assessment of this application or to re-consider the parameters established by the outline permission as this application seeks approval only for the matters that were reserved at the outline stage.

I. ACCESS

- 6.3 By way of background, the matter of access was considered and approved via the outline planning permission. An approved access parameter plan established that access to the site would be taken from the existing roundabout junctions located to the south of the TGI Fridays building and south of the KFC building. These roundabout junctions provide access onto West Thurrock Way and, in turn, access to the wider road network. The current application proposes two main points of access from the roundabout junctions which link to an internal road. There is also a proposed third point of access at the south-west boundary, which connects to Euclid Way and runs parallel to the Western boundary to the site. This third access would provide a pedestrian and cycle link only, although the s106 agreement requires that the detailed scheme should be able to accommodate a bus route and also seeks funding for the provision of a bus service. These points of access are in accordance with the parameters approved by the outline permission.

- 6.4 Detailed comments received from the Highways Officer consider that the main access meets contemporary standards. As the main access accords with the parameters established by the outline permission and meets contemporary standards, no objections are raised to this element of the current submission.
- 6.5 The proposed arrangement of residential roads and associated cycle / footpaths follows a geometric pattern with secondary roads aligned parallel with the main thoroughfare. All secondary roads would be accessed from the main access road. The spacing of secondary roads would be broadly equidistant, lending the development a rhythm and uniformity.
- 6.6 With regard to public transport, as noted above the provision of road infrastructure for a hopper bus was part of the s106 agreement, with monies for the service contributed directly to the Council. Local bus routes run along Heron Way / Motherwell Way to the south and east of the site and West Thurrock Way to the east. Chafford Hundred railway station is located approximately 630m (straight line distance) from the closest part of the site.
- 6.7 In conclusion under this heading, the points of access for the development were approved by the outline permission and this reserved matters submission for the first phase of residential development accords with the established access parameters.

II. APPEARANCE

- 6.8 This development would be the first residential scheme located in the Lakeside Basin and therefore, the site provides an exciting opportunity create a new residential neighbourhood within the basin. The applicant has engaged with Officers through pre-application discussions allowing the scheme to be developed holistically. The appearance is modern and clean. A limited number of house and flat types are proposed with a simple palette of finishing materials. These factors would lend the appearance of the development a consistency which would assist in creating a sense of place.
- 6.9 With regard to detailed appearance, three brick types (red, buff and contrast dark coloured) are proposed for the houses with one type of interlocking grey tile. All house types would incorporate 'oversized' window openings to the front facing elevation. Similarly, all house types would incorporate a brick banding feature, with recessed and projecting courses to create a design feature which 'ties' the different house types together. The five apartment blocks would similarly feature banded brickwork details. It is considered that the palette of proposed materials is used effectively to create a distinct sense of place

- 6.10 Therefore, the proposed appearance of the development would deliver the quality required by both national and local policies and is supported. In particular, the proposals promote the use of both good quality finishing materials and a defining architectural 'language' across the site which would create a strong and distinct sense of place. It is considered that the appearance of the development would meet the key aims of the Thurrock Design Strategy in ensuring high quality development and responding to context.

III. LANDSCAPING

- 6.11 The proposed layout design includes an area of public open space within the centre of the site which will provide a central communal open space, as well as a setting and backdrop for two of the flat blocks. The pocket park (Central Park) will be laid out to a contemporary design with raised lawns and groups of trees. This urban pocket park will feature white concrete retaining walls with timber slatted seats.
- 6.12 The centre of the pocket park features a triangular shaped space containing sculptural benches and tree planting. The proposed paving pattern will feature lines of blue block paving that will create an abstract pattern and create opportunities for informal play. The southern and western boundaries of the pocket park will feature linear bands of planting and an avenue of street trees which will further define the edge of the park. This arrangement will provide a feeling of enclosure from within the park, whilst also facilitating good surveillance from the adjacent street and from the houses that overlook this space from the south and west.
- 6.13 An existing surface water attenuation pond at the eastern edge of the site will be enhanced to form a key focal landscape feature at the eastern end of the pocket park. The edge of the existing pond will be remodelled to change the shape of the pond in plan form to enable a direct footpath link to provide convenient access from the adjoining road through to the pocket park. The storage volume of the pond will remain as existing but it would be de-silted and new marginal planting would be established around its perimeter. The edge of the new 3m wide link path will be defined by a galvanised steel balustrade. A decked viewing area with seating is to be created to provide a quiet area to overlook the pond.
- 6.14 All streets within the development would feature appropriate tree planting to define the routes and break-up groups of parking bays.
- 6.15 A new 'gateway green' is to be created at the south-western corner of the site. This space will also facilitate a footpath/cycleway link to the south.
- 6.16 The outline planning permission referred to a limited number of landscape parameters and the only relevant approved parameter to this phase is that the existing pond at the eastern boundary should be retained and improved. As

explained above, the proposals include the retention and enhancement of the pond and the proposals are consistent with the outline permission in this respect. Given the context of surrounding commercial development, the detailed landscaping proposals introduce beneficial tree and shrub planting and would provide suitable areas of landscaped public open space. The detailed landscaping proposals are therefore supported.

IV. LAYOUT

- 6.17 The applicant carried out an appraisal of the surrounding context to help inform the layout of the development. It is considered important to recognise that although the Core Strategy identifies the Lakeside Basin as a town centre where a greater mix of uses, including residential are encouraged, this development is the first residential scheme in the Basin. Accordingly there may be an unconventional relationships between the existing commercial and proposed residential development.
- 6.18 The submitted masterplan has four distinct but related character areas and these are described below:

The Perimeter Gateway Character Area

- 6.19 This is the outer northern fringe of the proposed residential development and has direct relationship with the existing road and the adjoining commercial and retail establishments. This is also where the primary vehicular access is made into the area and provides a gateway to the scheme. There are two proposed apartment buildings, one either side of the entrance road which will rise to three storeys in this location. Buildings would be arranged to face onto both the access road and adjoining commercial uses of the north.

The Primary Frontage Area

- 6.20 To the south of the the 'Perimeter Gateway', the main routes including the potential bus link would be defined by strong built frontages that surround the central open space and define the primary east-west and north-south routes.

Neighbourhood Streets and Squares

- 6.21 The secondary roads within the site would form squares and perimeter blocks of terraced houses, with some larger detached houses on corner plot locations. Lower category roads with a low design speed in these areas would be likely to result in a pedestrian-friendly and domestic character.

Park Setting Character Area

- 6.22 The proposed four-storey apartment buildings located on the northern side of ‘Central Park’ would create a spine of denser development through the middle of the site. Importantly, the proposed four-storey buildings are ‘front-facing’ on all elevations and therefore will address the open space as well as the adjoining street network. In order to comply with the height parameters as set out in the approved outline parameter plans, flat roofs are proposed to these buildings. These buildings also have a relationship with the open pond on the eastern boundary and are therefore inherently different in their function to the gateway apartments blocks.
- 6.23 All houses on-site would be served by a private rear garden space and the rear gardens would be regular in shape. Rear garden depths generally measure at least 10 metres, apart from a very small number of plots. Plot nos. 23, 24, 25, 163 and 189 would have minimum rear garden depth of 8 – 9m, however as rear garden areas are regular in shape a reasonable rear garden area would be available. Elsewhere within the back-to-back relationships between proposed dwellings are considered acceptable with a minimum 20 metre window to window distance. Where rear garden depths are less than 10m (as described above) a back-to-flank relationship is proposed such that privacy would be reasonably safeguarded.
- 6.24 The layout of the development includes a total of 334 car parking spaces, with the allocation of spaces between dwellings as described in the table at paragraph 1.3 above. The outline planning application submitted in 2013 was accompanied by a Transport Assessment (TA) to consider the impact of the combined commercial and residential development. Initial comments on the outline submission from the Highways Officer raised concerns principally regarding impact on peak hour traffic queues arising from the Class A1 foodstore. A range of measures were secured by the outline permission to mitigate this impact. The TA referred to Core Strategy policy PMD8 (Parking Standards) and therefore the Council’s Draft Thurrock Parking Standards and Good Practice (2012) are applicable to the current case.
- 6.25 Draft Standards for both houses and flats are dependent on the accessibility of the site in question, with accessibility defined as follows:

High Accessibility	within 1km walking distance of a railway station and within an existing or proposed controlled parking zone
Medium Accessibility	within 1km walking distance of a designated town centre or within 400m walking distance of a bus stop served by a service with a 20 minute frequency
Low Accessibility	areas outside of High and Medium Accessibility

- 6.26 In this case, the eastern part of the site is within a 1km walking distance of Chafford Hundred railway station and all of the site is within a controlled parking zone (either

waiting restrictions or controlled access parking areas). The remaining south-western part of the site is within the Lakeside Town Centre, as defined by the Core Strategy. The proposed dwellings are therefore in either the High or Medium Accessibility zones. Draft Standards suggest a range of between 0 – 1.25 parking spaces per flat and between 0 – 2 spaces per house plus 0.25 visitor spaces per dwelling for both the applicable accessibility zones.

- 6.27 Assuming a worse-case scenario where all of the site is within the medium accessibility zone (which is not the case) a minimum parking provision of 326 spaces is suggested. The proposed provision exceeds this figure.
- 6.28 When considering the issue of car parking provision, it should be remembered that the site is within a commercial setting of surrounding retail and other commercial uses. Opportunities for overspill parking from the development are very limited with roads within the site not physically connected to adjoining sites to the south and west. Retail uses to the north and east of the site are served by large surface parking areas which are subject to physical controls (access gates) and car parking management arrangements. Taking all factors into account it is considered that the proposed parking provision is appropriate for this location.
- 6.29 In conclusion under this heading, the proposed layout is acceptable.

V. SCALE

- 6.30 The approved parameters for this phase of the residential development limit maximum building height to four storeys. All of the proposed houses would be two storeys high, with the flat blocks between three and four-storeys. The proposals therefore comply with the approved parameters.
- 6.31 Accordingly it is concluded that the scale of development proposed by the current application is acceptable.

7.0 CONCLUSIONS AND REASON(S) FOR APPROVAL

- 7.1 This proposal would bring forward the first phase of residential development at this site and would provide a range of housing needed for this area. The development on previously developed land would contribute 214 units to the Council's 5 year housing land supply in terms of paragraph 47 of the NPPF and towards the housing requirements identified in Core Strategy policies CSSP1 and CSTP1. The proposal has been subject to negotiation with officers to ensure that a high quality design is brought for the site in accordance with Core Strategy policies.
- 7.2 The application has been subject to a consultation and publicity process and all material considerations relevant to this reserved matters application have been

assessed and are considered acceptable with regard to compliance with the parameters of the outline permission as well as the requirements of the NPPF and Core Strategy policies.

8.0 RECOMMENDATION

8.1 That the Reserved Matters be approved, subject to the following conditions:

Accordance with the plans

1. The development shall be carried out in accordance with the following approved drawings:

AA4678-2001A	Site Location Plan
AA4678-2002A	Site Constraints Plan
AA4678-2003C	Proposed Masterplan
AA4678-2004E	Proposed Site Layout
AA4678-2005F	Proposed Floor Plans
AA4678-2006C	Dwelling Type Plan
AA4678-2007F	Parking Plan
AA4678-2008C	Proposed Cycle Plan
AA4678-2009C	Proposed Refuse Storage Plan
AA4678-2010C	PV Plan
AA4678-2011C	Materials Layout Plan
AA4678-2015A	Street Elevations 1, 2, 3
AA4678-2016	Street Elevations
AA4678-2017B	Street Elevations 6
AA4678-2021A	Perimeter Block A Front Elevations
AA4678-2022A	Perimeter Block A Rear Elevations
AA4678-2023A	Perimeter Block B Front Elevations
AA4678-2024A	Perimeter Block B Rear Elevations
AA4678-2025A	Perimeter Block C Rear Elevations
AA4678-2026A	Perimeter Block D Elevations
AA4678-2027B	Perimeter Block E Front Elevations
AA4678-2028B	Perimeter Block E Rear Elevations
AA4678-2029B	Elevations
AA4678-2030B	Perimeter Block E Rear Elevations
AA4678-2031B	Perimeter Block G Front Elevations
AA4678-2032B	Perimeter Block G Rear Elevations
AA4678-2033A	Elevations
AA4678-2051A	House Type A1
AA4678-2052A	House Type B1
AA4678-2053A	House Type C1

AA4678-2054A	House Type D1
AA4678-2055A	House Type E1
AA4678-2056A	House Type M2
AA4678-2057A	House Type A2
AA4678-2058A	House Type A3
AA4678-2059A	House Type B2
AA4678-2060A	House Type B3
AA4678-2061A	House Type C2
AA4678-2062A	House Type D2
AA4678-2063A	House Type E2
AA4678-2064A	House Type M1
AA4678-2065A	Block 1 Plans
AA4678-2066A	Block 1 Elevations
AA4678-2067A	Block 2 Plans
AA4678-2068A	Block 2 Elevations
AA4678-2069A	Block 3 Plans 1
AA4678-2070A	Block 3 Plans 2
AA4678-2071A	Block 3 Elevations
AA4678-2072A	Block 4 Plans 1
AA4678-2073A	Block 4 Plans 2
AA4678-2074A	Block 4 Elevations
AA4678-2075A	Block 5 Plans
AA4678-2076A	Block 5 Elevations
AA4678-2077	House Type E3
AA4678-2078A	Cycle Store
AA4678-2079A	Refuse Store Plans
PR095-01F	Pocket Park Details
PR095-02G	Landscape Masterplan
1630-WSP-00-00-DR-CE-01-I	Masterplan Proposed Layout
1630-WSP-00-00-SK-CE-08-E	Proposed Cycle Route
1630-WSP-00-00-SK-CE-07-E	Proposed Layout and Tracking of Square
1630-WSP-00-XX-DR-CE-03-F	Street Hierarchy Plan

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the details as approved.

Parking Provision

2. The areas shown on drawing ref. AA4678-2007 Ref. F as car parking spaces shall be provided prior to the first occupation of the dwellings they serve and thereafter kept available for such use. Notwithstanding the Town & Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no development shall be carried out on the site so as to preclude the use of the

parking spaces for their intended purposes.

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

3. Prior to the first occupation of the development a written scheme for the long term management of the allocated parking spaces shown on drawing ref. AA4678-2007 Ref. F shall be submitted to an approved in writing by the local planning authority. Thereafter the parking spaces shall be managed in accordance with the approved scheme.

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

4. Prior to the occupation of any dwelling with on-plot car parking pedestrian sight lines of 1.5 metres by 1.5 metres each side of the proposed vehicle crossovers shall be provided and shall thereafter be permanently maintained free of any obstruction exceeding 600mm high when measured from the level of the adjoining highway carriageway.

Reason: In the interests of highway and pedestrian safety and in accordance with Policy PMD2 of the Thurrock Core Strategy and Policies for the Management of Development DPD (as amended) (2015)

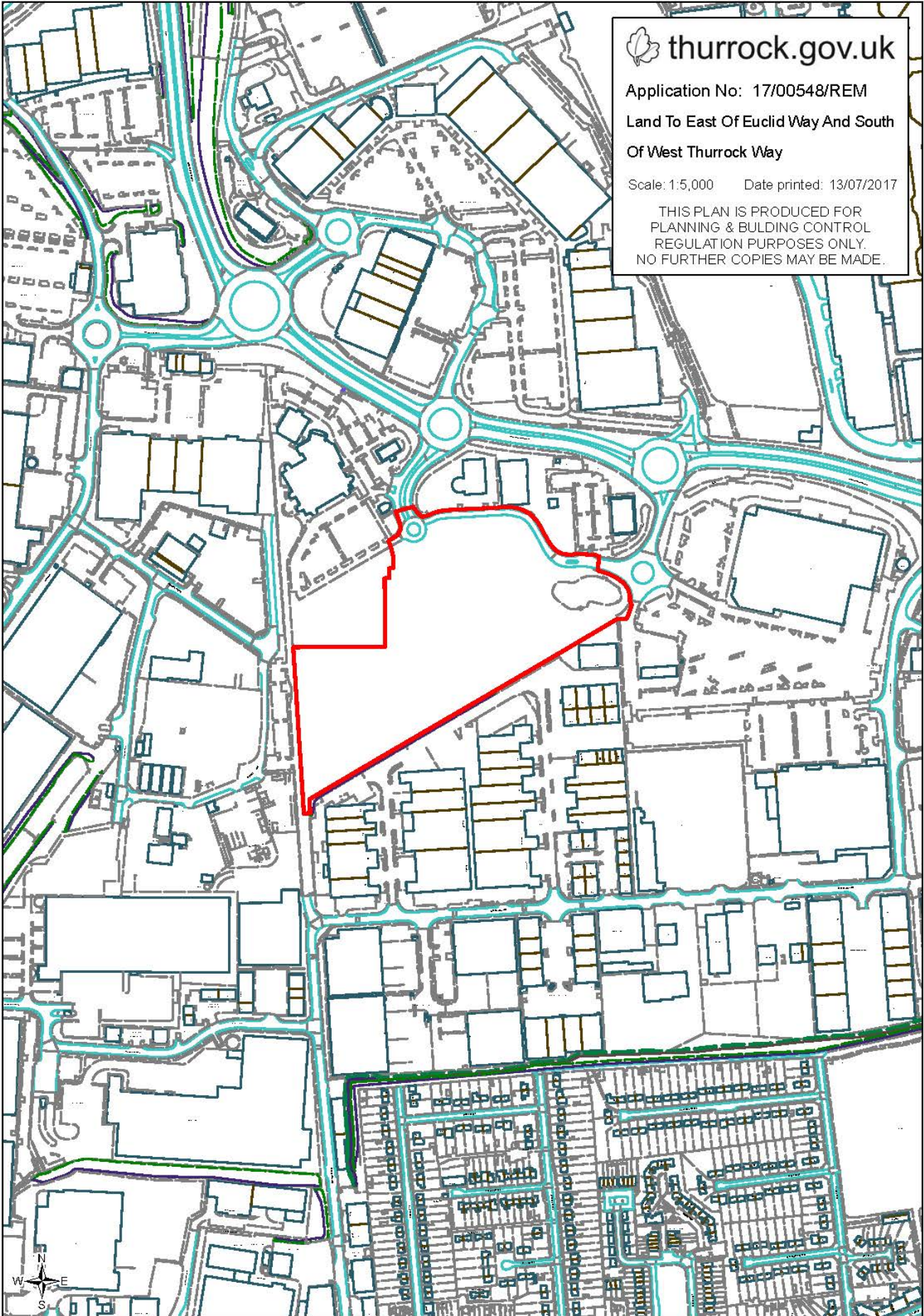
Positive and proactive statement

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

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



 thurrock.gov.uk

Application No: 17/00548/REM
Land To East Of Euclid Way And South
Of West Thurrock Way

Scale: 1:5,000 Date printed: 13/07/2017

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