
**'CHAPEL GATE'
CAR PARK 14, LAINDON LINK,
BASILDON**

Planning Statement

Submitted on behalf of
Sempra Homes

April 2021

CHAPEL GATE, CAR PARK 14, LAINDON LINK, BASILDON

PLANNING STATEMENT

**ON BEHALF OF
SEMPRA HOMES**

APRIL 2021

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CONTENTS

Page No.

1.0	INTRODUCTION	01
	i) Preparation and Submission of Supporting Documents	01
	ii) Scope and Purpose of Planning Statement	04
2.0	THE SITE AND ITS SURROUNDINGS	05
	i) The Site and Surrounding Area	05
	ii) Planning History	05
3.0	PROPOSED DEVELOPMENT	07
	i) Description of Development	07
	ii) Stakeholder and Community Engagement	11
4.0	PLANNING POLICY CONTEXT	12
	i) Introduction	12
	ii) National Planning Policy Framework (as updated February 2019)	12
	iii) National Design Guide (October 2019)	16
	iv) Planning Practice Guidance (as updated 01 October 2019)	16
	v) Basildon District Local Plan (Saved Policies) (1998, updated September 2007)	17
	vi) Emerging Local Plan	18
	vii) Other Documents	23
	viii) Neighbourhood Plan	23
5.0	PLANNING ANALYSIS	24
	i) Principle of Development	24
	ii) Design Quality	28
	iii) Housing Mix	31
	iv) Affordable Housing Statement	32
	v) Landscaping and Trees	33
	vi) Transport, Parking and Accessibility	34
	vii) Flood Risk and Drainage	37
	viii) Ecology and Biodiversity	38
	ix) Air Quality	39
	x) Noise Considerations	40
	xi) Archaeology	41
	xii) Neighbouring Amenity	41
	xiii) Health Impact Assessment	42
	xiv) Construction	42
	xv) Energy and Sustainability	42
	xvi) Contamination	43
	xvii) S106 Draft Heads of Terms	44
6.0	CONCLUSIONS	45

APPENDICES

APPENDIX 1: Site Location Plan

1.0 INTRODUCTION

- 1.1 This Planning Statement has been prepared on behalf of Sempra Homes (the Applicant) in support of a Full Planning Application submitted in respect of residential development at 'Car Park 14, Laindon Link', also referred to as 'Chapel Gate' (hereafter referred to as the 'Site') as shown on the Site Location Plan (**Appendix 1**). The site is located within the administrative area of Basildon Borough Council ('BBC').
- 1.2 The application Description of Development is as follows:

Full Planning Application for residential development comprising apartment blocks and dwellinghouses including affordable housing, vehicular access from Laindon Link, cycle and pedestrian accesses, associated parking, landscaping including open space, boundary treatments, drainage and earthworks (the 'Proposed Development').

i) Preparation and Submission of Supporting Documents

- 1.3 In order to prepare a comprehensive and thorough assessment to support the planning application a number of reports have been prepared as follows:

Table 1.1: Planning Application Reports

Report	Consultant
Planning Statement (incl. Affordable Housing Statement and Draft Heads of Terms)	Barton Willmore
Health Impact Assessment	Barton Willmore
Design and Access Statement	BPTW
Townscape and Visual Impact Assessment	Barton Willmore
Photomontage Methodology and Supporting Evidence	Realm Communications
Transport Assessment	Intermodal Transportation Ltd
Construction Logistics Plan	Intermodal Transportation Ltd
Delivery and Servicing Plan	Intermodal Transportation Ltd
Travel Plan Framework	Intermodal Transportation Ltd
Flood Risk Assessment and Drainage Strategy	Tully De-Ath Consultants
Arboricultural Impact Assessment	PJC Consultancy
Arboricultural Method Statement	PJC Consultancy
Ecological Impact Assessment	D F Clark Contractors
Air Quality Assessment	Miller Goodall Ltd
Noise Assessment	Cass Allen Associates Ltd

Report	Consultant
Archaeological Desk Based Assessment	L-P: Archaeology
Desk Study and Ground Investigation Report	TEC
Fire Safety Strategy	Freya Comprehensive Fire Solutions Ltd
External Lighting Assessment	Calfordseaden
Energy and Sustainability Statement	Calfordseaden
Daylight and Sunlight Report (Within)	Right of Light Consulting
Daylight and Sunlight Report (Neighbouring)	Right of Light Consulting
Pedestrian Level Wind Microclimate Assessment	RWDI
Statement of Community Involvement	SEC Newgate

1.4 In addition, a number of drawings have been submitted to support the application :

Table 1.2: Planning Application Drawings

Drawing Title	Drawing Number
Site Location Plan	CPK-BPTW-01-ZZ-DR-A-0101 Rev C01
Site Ground Floor Plan	CPK-BPTW-08-00-DR-A-0102 Rev C01
Site Typical Floor Plan	CPK-BPTW-08-ZZ-DR-A-0103 Rev C01
Site Upper Floor Plan	CPK-BPTW-08-ZZ-DR-A-0104 Rev C01
Site Roof Floor Plan	CPK-BPTW-08-ZZ-DR-A-0105 Rev C01
Site Proposed Ground Finished Floor Levels Plan	CPK-BPTW-08-00-DR-A-0106 Rev C01
Block A - Ground Floor Plan	CPK-BPTW-10-00-DR-A-1000 Rev C01
Block A - Typical Floor Plan (1st to 4th Floor)	CPK-BPTW-10-ZZ-DR-A-1001 Rev C01
Block A - Roof Plan	CPK-BPTW-10-05-DR-A-1005 Rev C01
Block B - Ground Floor Plan	CPK-BPTW-11-00-DR-A-1010 Rev C01
Block B - Typical Floor Plan (1st to 6th Floor)	CPK-BPTW-11-ZZ-DR-A-1011 Rev C01
Block B - Seventh Floor Plan	CPK-BPTW-11-07-DR-A-1017 Rev C01
Block B - Roof Plan	CPK-BPTW-11-08-DR-A-1018 Rev C01
Block C - Ground Floor Plan	CPK-BPTW-12-00-DR-A-1020 Rev C01
Block C - Typical Floor Plan (1st to 5th Floor)	CPK-BPTW-12-ZZ-DR-A-1021 Rev C01
Block C - Roof Plan	CPK-BPTW-12-06-DR-A-1026 Rev C01
Block D - Ground Floor Plan	CPK-BPTW-13-00-DR-A-1030 Rev C01
Block D - Typical Floor Plan (1st to 6th Floor)	CPK-BPTW-13-ZZ-DR-A-1031 Rev C01
Block D - Roof Plan	CPK-BPTW-13-07-DR-A-1037 Rev C01
Block E - Ground Floor Plan	CPK-BPTW-14-00-DR-A-1040 Rev C01
Block E - Typical Floor Plan (1st to 6th Floor)	CPK-BPTW-14-ZZ-DR-A-1041 Rev C01
Block E - Upper Floor Plan (7th - 9th Floor)	CPK-BPTW-14-ZZ-DR-A-1047 Rev C01

Drawing Title	Drawing Number
Block E - Roof Plan	CPK-BPTW-14-10-DR-A-1050 Rev C01
House Terrace 01 - Floor Plans	CPK-BPTW-15-ZZ-DR-A-1060 Rev C01
House Terrace 02 - Floor Plans	CPK-BPTW-16-ZZ-DR-A-1070 Rev C01
Site Elevation 01 - Existing and Proposed	CPK-BPTW-08-ZZ-DR-A-2001 Rev C01
Site Elevation 02 - Existing and Proposed	CPK-BPTW-08-ZZ-DR-A-2002 Rev C01
Site Elevation 03 - Existing and Proposed	CPK-BPTW-08-ZZ-DR-A-2003 Rev C01
Site Elevation 04 - Existing and Proposed	CPK-BPTW-08-ZZ-DR-A-2004 Rev C01
Site Elevation 05 & 06 - Existing and Proposed	CPK-BPTW-08-ZZ-DR-A-2005 Rev C01
Block A Elevation - North	CPK-BPTW-10-ZZ-DR-A-2010 Rev C01
Block A Elevation - East	CPK-BPTW-10-ZZ-DR-A-2011 Rev C01
Block A Elevation - South	CPK-BPTW-10-ZZ-DR-A-2012 Rev C01
Block A Elevation - West	CPK-BPTW-10-ZZ-DR-A-2013 Rev C01
Block B Elevation - North	CPK-BPTW-11-ZZ-DR-A-2020 Rev C01
Block B Elevation - East	CPK-BPTW-11-ZZ-DR-A-2021 Rev C01
Block B Elevation - South	CPK-BPTW-11-ZZ-DR-A-2022 Rev C01
Block B Elevation - West	CPK-BPTW-11-ZZ-DR-A-2023 Rev C01
Block C Elevation - North	CPK-BPTW-12-ZZ-DR-A-2030 Rev C01
Block C Elevation - East	CPK-BPTW-12-ZZ-DR-A-2031 Rev C01
Block C Elevation - South	CPK-BPTW-12-ZZ-DR-A-2032 Rev C01
Block C Elevation - West	CPK-BPTW-12-ZZ-DR-A-2033 Rev C01
Block D Elevation - North	CPK-BPTW-13-ZZ-DR-A-2040 Rev C01
Block D Elevation - East	CPK-BPTW-13-ZZ-DR-A-2041 Rev C01
Block D Elevation - South	CPK-BPTW-13-ZZ-DR-A-2042 Rev C01
Block D Elevation - West	CPK-BPTW-13-ZZ-DR-A-2043 Rev C01
Block E Elevation - East	CPK-BPTW-14-ZZ-DR-A-2050 Rev C01
Block E Elevation - North East	CPK-BPTW-14-ZZ-DR-A-2051 Rev C01
Block E Elevation - North West	CPK-BPTW-14-ZZ-DR-A-2052 Rev C01
Block E Elevation - South	CPK-BPTW-14-ZZ-DR-A-2053 Rev C01
Block E Elevation - South West	CPK-BPTW-14-ZZ-DR-A-2054 Rev C01
Block E Elevation - West	CPK-BPTW-14-ZZ-DR-A-2055 Rev C01
House Terrace 01 - Elevations	CPK-BPTW-15-ZZ-DR-A-2060 Rev C01
House Terrace 02 - Elevations	CPK-BPTW-16-ZZ-DR-A-2070 Rev C01
Landscape Masterplan	PR196-01 Rev G

ii) Scope and Purpose of the Planning Statement

1.5 The purpose of this Planning Statement is to assess the planning merits of the application, explain the form and content of the Proposed Development against adopted and emerging policy guidance and best practice, and to assess the Proposed Development in light of any other material considerations.

1.6 The Planning Statement therefore:

- Describes the Site and the surrounding area (Section 2);
- Describes the Proposed Development (Section 3);
- Identifies the Planning Policy Framework by reviewing the relevant National and local planning policy and guidance (Section 4);
- Provides a Planning Analysis of the Proposed Development against the key material considerations (Section 5);
- Concludes the Planning Balance and material considerations which should be taken into account in the determination of the planning application (Section 6).

2.0 THE SITE AND ITS SURROUNDINGS

i) The Site and Surrounding Area

- 2.1 The Site is approximately 2.38 hectares (ha) in size and predominately comprises a disused hard surfaced car park known as 'Car Park 14'.
- 2.2 The Site is bounded to the north by the B1007, Laindon Link, which provides a direct route from Laindon into Basildon Town Centre. The car park is accessed from Laindon Link by vehicles and accessed by pedestrians through an existing pathway on the eastern side.
- 2.3 The southern boundary runs parallel with the railway line, with Basildon Railway Station and Town Centre located approximately 0.4km to the east of the Site. The western part of the Site is separated from the east by a ditch and scrub which runs north-south through the Site. The western part of the Site tapers down from the ditch to the area of trees and grass which runs parallel with Laindon Link. The Site is bordered by trees on all sides.
- 2.4 The Site links to the Town Centre at the north-eastern boundary, through a footpath and underpass crossing Roundacre.
- 2.5 The surrounding area is predominately residential to the north of the Site, with properties designed in perimeter blocks with central courtyards and properties facing outwards, including onto Laindon Link. Residential properties are also located south of the railway line, with retail and commercial uses focused to the east of the Site within and around Basildon Town Centre.

ii) Planning History

- 2.6 The main relevant planning history for the Site is as follows:

Table 2.1 – Chapel Gate Planning History

Reference	Description	Decision	Date
13/01088/OUT	Redevelopment of car park for 147 units (136 apartments and 11 houses)	Application Withdrawn	03 June 2016
20/01540/ABAS	Sempra Homes Hoarding - 2.4 metre high and 18.3 metre wide	Approved	24 December 2020
20/01474/SCREEN	EIA Screening Opinion for the construction of up 250 residential	EIA not required	30 November 2020

Reference	Description	Decision	Date
	dwellings and flats ranging from two to ten storeys in height, with associated parking, access, landscaping, and infrastructure on 2.3 hectares (ha) of an unused car park and open space		

3.0 PROPOSED DEVELOPMENT

i) Description of Development

3.1 As above, the Full Planning Application Description of Development is as follows:

Full Planning Application for residential development comprising apartment blocks and dwellinghouses including affordable housing, vehicular access from Laindon Link, cycle and pedestrian accesses, associated parking, landscaping including open space, boundary treatments, drainage and earthworks (the 'Proposed Development').

Layout

3.2 The proposals include the following:

- 16No. houses located within the western part of the Site and 217No. apartments located within the eastern and central parts of the Site (to total 233);
- Houses sited on a north/south axis, in terraces and semi-detached properties;
- Apartments also on a north/south axis, with Block E turning the corner to respond to Laindon Link and Nether Mayne;
- Internal vehicular route provided east-west across the Site, branching to serve the apartment blocks and houses;
- Parking provided in undercrofts of apartment blocks C and D and parking courts along southern boundary with the railway line and between Blocks B and E; and
- 2No. Substations provided in the west of the Site and to the west of the access, screened by vegetation.

Appearance

3.3 The proposed apartment blocks are characterised as follows:

- Block A:
 - 5 Storeys
 - Buff brick as main material with brick banding on inner facades
 - Dark grey windows, balconies and metalwork
 - Open balconies with vertical railings on inner facades and enclosed balconies with column and low level brickwork on outer facades
 - Blue access door to apartments

- Block B:
 - 7 and 8 Storeys
 - Red brick as main material with horizontal striped banding
 - Light grey windows and balconies
 - Dark grey metalwork
 - Open balconies with vertical railings on inner facades and enclosed balconies with column and low level brickwork on outer facades
 - Perforated screens and balcony railings for interest and shelter
 - Yellow access door to apartments

- Block C:
 - 6 Storeys
 - Buff brick as main material with brick banding on inner facades
 - Dark grey windows, balconies and metalwork
 - Open balconies with vertical railings on inner facades and enclosed balconies with column and low level brickwork on outer facades
 - Green/Blue access door to apartments

- Block D:
 - 7 Storeys
 - Buff brick as main material with brick banding on inner facades
 - Dark grey windows, balconies and metalwork
 - Open balconies with vertical railings on inner facades and enclosed balconies with column and low level brickwork on outer facades
 - Perforated screens and balcony railings for interest and shelter
 - Green access door to apartments

- Block E:
 - 7 and 10 Storeys – to act as a wayfinding point
 - Red brick as main material with striped banding and vertical brickwork on 10 storey element
 - Brick detailing inserts at ground floor
 - Dark grey metalwork
 - Red windows and balconies
 - Perforated screens and balcony railings for interest and shelter
 - Red access door to apartments.

- 3.4 The 16No. houses will use light brown brick as the base material, with red brickwork to highlight entrances, corner windows and rear gardens.
- 3.5 The houses will provide a variation in front door colours to aid wayfinding, yet also to reference the approach with the apartment buildings. More detail on the design and appearance of the proposal is included within the Design and Access Statement (BPTW).

Landscape

- 3.6 The landscaping proposals for the Site include:

- Soft landscaping:
 - Retention of boundary trees along railway line, Laindon Link and Nether Mayne;
 - Planting of 74No. additional trees, including the creation of a linear tree line along Laindon Link to provide connection of habitats;
 - Community garden to the south of the square with ornamental planting, sculpture, seating and planting, including retention of the existing Oak as a focal point;
 - Additional smaller community garden provided within the eastern part of the Site between Block D and E around a retained Oak as further focal point;
 - Ornamental planting to provide defensible edge to built form;
 - Pollinator grassland under tree canopies, along the southern boundary and within the central scrub belt;
 - Amenity grassland to be provided along northern boundary at Block B and along part of the eastern boundary by Block D;
 - Screening of car parking using formal beech hedging; and
 - Lawn mix provided for rear gardens, with planting to front gardens to provide butterfly and bee friendly species.
- Hard landscaping:
 - Asphalt used for main vehicle routes and footpaths;
 - Permeable block paving in 'Burnt Ochre' for parking areas;
 - Creation of a block paved square to the south of the access from Laindon Link, to provide an arrival space;
 - Ramp and steps provided to Blocks B and D due to increased ground floor level; and

- Provision of block paving with pixelated pattern for pathways leading to apartment blocks, using colours to respond to each block front door to aid with wayfinding (blue, green, dark green, yellow and red).

Access

- 3.7 The vehicular access into the Site will be achieved from Laindon Link, using the existing signal controlled junction. An emergency access will also be provided in the western part of the Site which will also connect to Laindon Link and will provide an alternative route in the event of any flooding.
- 3.8 The proposed pedestrian routes into the Site will use the footpaths alongside the access as well as links from into the Site from the east. The existing pedestrian access along the northern boundary will be retained, and realigned to provide a more suitable route through the northern part of the development.
- 3.9 These links will also facilitate a new cycle and pedestrian pathway which will run east/west through the Site, linking the western housing area through the apartment blocks and towards the Town Centre via the underpass.

Parking

- 3.10 Car parking will be provided in undercrofts of apartment Blocks C and D and parking courts along southern boundary with the railway line and between Blocks B and E.
- 3.11 This car parking provision is as follows:
- 109 allocated car parking spaces for apartments;
 - 22 visitor spaces for apartments;
 - 32 allocated car parking spaces for houses; and
 - 4 visitor spaces for houses.
- 3.12 The above also includes 10 dedicated wheelchair spaces.
- 3.13 Internal cycle storage will be provided securely within the blocks at ground floor, accessed by resident key cards, providing a total of 304No. spaces. The cycle storage for Blocks C and D will be located on the ground floor of Block E.
- 3.14 29No. cycle stands will be also provided for visitors externally beside each apartment block to further encourage the use of bicycles.

ii) Stakeholder and Community Engagement

- 3.15 The proposals have been subject to several pre-application discussions with BBC through written advice and virtual meetings in September, October, December 2020 and more recently in March 2021.
- 3.16 Following these meetings, the proposals have been developed to improve the scheme, with changes to the massing of the apartment blocks and focus upon the parking provision and materials. Further details of these changes are set out within the accompanying Design and Access Statement (DAS).
- 3.17 The proposals have been also subject to public consultation, with a presentation events held for local residents and local Councillors virtually on:
- 16 December 2020 (for Councillor preview);
 - 17 December 2020;
 - 18 December 2020;
 - 10 February (for Councillor preview);
 - 11 February 2021; and
 - 12 February 2021
- 3.18 The events were published in the local newspaper and advertised online, including a website dedicated to the proposals. There were also letters sent to immediate neighbours and newsletter to 2,200 households.
- 3.19 The feedback from these events is contained within the Statement of Community Involvement (SEC Newgate, April 2021) submitted with this application. The feedback has been considered as part of the proposals, with important factors raised by local people, including understanding the ecological value of the western part of the Site, levels of sunlight to nearby properties, heights of the apartment blocks and impacts from overlooking, parking and affordability.
- 3.20 These have been carefully considered as part of the final proposal and the remainder of this Statement therefore sets out how the proposals respond to the concerns raised, ensuring the development will be policy compliant yet also ensuring the development responds to the needs of the local area.

4.0 PLANNING POLICY CONTEXT

i) Introduction

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that where the Development Plan contains relevant policies, applications for development which are in accordance with these policies should be allowed unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) are material considerations.

4.2 Throughout this section, the planning proposals for the Site are addressed in the context of the Development Plan for BBC. The relevant documents to this application comprise:

- Basildon District Local Plan Saved Policies (1998, updated September 2007);
- Basildon District Local Plan Proposals Map (1998);
- Essex Waste Local Plan (2014); and
- Essex Minerals Local Plan (2014)

4.3 The area is not one identified as being safeguarded for waste or minerals, therefore although part of the Development Plan, the Essex Minerals Local Plan and Essex Waste Local Plan does not apply in this instance.

ii) National Planning Policy Framework (as updated February 2019)

4.4 On 24 July 2018, the revised National Planning Policy Framework was published by the Government, replacing the previous 2012 NPPF. Minor amendments were subsequently made to the NPPF (February 2019). The NPPF sets out the Government's planning policies for England and how these are expected to be applied, representing a material consideration in all planning decisions.

4.5 For dealing with planning applications, the policies in the Framework are applied from the date of publication. Plans may also need to be revised to reflect policy changes which the revised Framework has made.

4.6 It is noted the Government is currently consulting on changes to the NPPF which include: the introduction of Design Codes at a national and local level; greater emphasis on beauty and place-making; support for development that both mitigates climate change and ensures it can adapt to its effects; and more funding for heritage.

Section 2 – Achieving Sustainable Development

4.7 The central tenet of the NPPF remains the delivery of “sustainable development” through the planning process. Paragraph 8 of the NPPF identifies that there are three dimensions of sustainable development: **economic, social** and **environmental**. It is recognised that these roles should not be undertaken in isolation, because they are mutually dependant, as follows:

Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in a mutually supportive way (so that opportunities can be taken to secure net gains across each of the different objectives).

4.8 In order to achieve sustainable development, the NPPF is separated into sections against which proposals should be assessed and the relevant aspects of which are highlighted below.

4.9 The NPPF (Para 11) places significant emphasis on the “presumption in favour of sustainable development” which should be applied through plan-making and decision-taking.

4.10 In terms of decision-taking, Paragraph 11 states that this means approving development proposals that accord with an up-to-date Development Plan, without delay. However, where there are no relevant Development Plan policies, or the policies which are most important for determining the application are out-of-date, planning permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

Section 5 – Delivering a Sufficient Supply of Homes

4.11 Para 59 makes it clear that to support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Section 8 – Promoting Healthy and Safe Communities

4.12 The NPPF at Para 91 seeks to ensure decisions aim to achieve healthy, inclusive and safe places which promote social interaction, are safe and accessible and enable and support healthy lifestyles.

Section 9 – Promoting Sustainable Transport

4.13 Promoting sustainable transport should be considered from the earliest stages of a development proposal so that:

- The potential impacts of development of transport networks can be addressed;
- Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised;
- Opportunities to promote walking, cycling and public transport use are identified and pursued;
- The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account; and
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

4.14 Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (underlining for emphasis).

Section 11 – Making Effective Use of Land

4.15 Planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) The identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) Local market conditions and viability;
- c) The availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) The desirability of maintaining character and setting; and
- e) The importance of securing well-designed, attractive and healthy places.

Section 12 – Achieving Well-designed Places

- 4.16 The NPPF attaches importance to good design which is considered synonymous with sustainable development. Planning policies and decisions should ensure that developments (as set out at Paragraph 127):
- a) Function well and add to the quality of an area;
 - b) Are visually attractive as a result of good architecture;
 - c) Respond to local character and history;
 - d) Establish or maintain a strong sense of place;
 - e) Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development;
 - f) Creates places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime do not undermine the quality of life or community cohesion and resilience.
- 4.17 Paragraph 130 states that permission should be refused for development of poor design that fails to take the opportunity for improving the character and quality of an area and the way it functions, however, where the design of a development clearly accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.

Section 14 – Meeting the Challenge of Climate Change, Flooding and Coastal Change

- 4.18 Paragraph 150 states that development should avoid increasing vulnerability to a range of impacts arising from climate change.
- 4.19 Paragraph 163 sets out that flood risk should not increase elsewhere and, where appropriate, applications should be supported by a site-specific flood risk assessment. It also sets out the information required to assess a proposal should it be located within areas at risk from flooding, including ensuring development is appropriately flood resistant and resilient and incorporates sustainable drainage systems.

Section 15 – Conserving and Enhancing the Natural Environment

- 4.20 Paragraph 170 states that planning policies and decisions should contribute to and enhance the natural and local environment by measures such as protecting and enhancing valued landscapes and minimising impacts on and providing net gains for biodiversity.
- 4.21 The NPPF (Para 170) also states that existing and future development should be prevented from being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution and land instability.

Section 4 – Decision Making

- 4.22 The NPPF directs that LPAs should approach decision making in a positive and creative way, by approving development proposals that accord with an up-to-date development plan. LPAs should therefore work positively with applicants to deliver sustainable developments that secure improvements to the economic, social and environmental conditions of an area.

Annex 1: Implementation

- 4.23 The Annex reiterates that the policies in the Framework are material considerations which should be taken into account in dealing with applications from the day of its publication. Plans may need to be revised to reflect policy changes which the replacement Framework has made.
- 4.24 Existing policies should not always be considered out-of-date simply because they were adopted or made prior to the revised NPPF. Due weight should be given to them according to their degree of consistency with the Framework.

iii) National Design Guide (Updated January 2021)

- 4.25 The National Design Guide sets out the characteristics of well-designed places and demonstrates the Government’s priorities for well -designed places in the form of ten characteristics: context; identity; built form; movement; nature; public spaces; uses; homes and buildings; resources; and lifespan.

iv) Planning Practice Guidance (as updated 01 October 2019)

- 4.26 The Planning Practice Guidance (PPG) builds on principles within the NPPF and provides further detailed technical guidance, with reference to relevant legislation and other guidance.

- 4.27 The PPG sets out the importance of good design. It advocates the need for quality design and confirms that this is an integral part of achieving the fundamental objective of sustainable development. It affirms how good design should follow the 10 characteristics set out in the National Design Guide, published in October 2019.
- 4.28 The PPG also considers the effective use of land and how development can adapt to climate change.

v) Basildon Local Plan Saved Policies (1998, updated 2007)

- 4.29 The Basildon Local Plan was adopted in March 1998 (23 years ago) and sets out the planning strategy and policies for the Borough.
- 4.30 In September 2007 under direction of the Secretary of State certain policies of the adopted Basildon Local Plan were 'Saved' with the intention to be replaced in due course. At the time the policies were saved they were still considered relevant to managing development within the Borough, and they were compatible with the national and regional policy at the time.
- 4.31 In March 2012 the Government published the first NPPF which replaced a collection of Planning Policy. In order to assess compliance with the 2012 NPPF, the Council undertook a review of the Saved Local Plan Policies in 2013. The review concluded that all 54 saved policies had a degree of compliance with the 2012 NPPF and 37 of them were fully compliant.
- 4.32 Until the new Local Plan is adopted the Saved Local Plan Policies remain the current adopted planning policies for the Borough.
- 4.33 The following 'Saved' policies are relevant in the context of this application, albeit are increasingly out-of-date, especially in the light of the content of the NPPF:
- **Policy BAS BE12: Development Control** – Planning permission for new residential development will be refused if it causes material harm in any of the following ways; harm to the character of the area, overlooking, noise or disturbance to neighbouring dwellings, over-shadowing or dominance, and traffic danger or congestion.
 - **Policy BAS S5: Affordable Housing** – In developments of 25 or more dwellings or more, residential sites of 1 hectare or more, the Council will expect an appropriate provision of affordable housing on suitable sites. The scale and form of provision will be subject to negotiation and may consist of between 15-30% of the total number of units.

- **Policy BAS C1: Protected Areas** – The Council will not permit development which may have an adverse material effect on a Site of Special Scientific Interest (SSSI). The criteria which the Council will take account of include; effects on significant nature conservation, the importance of the site, and any benefits of the proposed development.
- **Policy BAS C5: Trees and Woodlands** – Existing woodlands should be retained especially where they are Ancient Woodlands.
- **Policy BAS R1: Open Space – Protection** – The Council will not permit planning permission for development of open space in urban areas which would cause significant harm to the recreational or amenity value of open space or the contribution to which the open space makes to the character of the area within which it is located.

vi) Emerging Local Plan

4.34 BBC is in the process of preparing a new Local Plan. BBC submitted the Basildon Borough Local Plan 2014-2034 to the Secretary of State on 28 March 2019 for Examination. The Hearings have not yet taken place however, the Local Development Scheme (September 2020) anticipates adoption of the new Local Plan in early 2022.

4.35 The relevant policies within the emerging Local Plan are as follows:

- **Policy SD1: A Strategic Approach to Sustainable Development in Basildon Borough** – The Council will work with neighbouring authorities in South Essex to bring forward a Joint Strategic Plan which seeks to deliver 90,000 homes and 58,000 jobs. To contribute towards this target, the Local Plan targets to deliver at least 15,465 homes and 20,000 jobs by 2034. The Council will optimise the use of previously developed land in urban areas where it is suitable for development, and suitable greenfield land will also need to be developed in urban areas where the necessary services and infrastructure available.
- **Policy SD2: Settlement Hierarchy and the Distribution of Growth** – To deliver the strategic approach to sustainable development within Basildon Borough, the Council will distribute growth between each of the main settlements. Basildon is identified as the Main Urban Area and will provide 8,747 dwellings.

- **Policy SD4: Presumption in Favour of Sustainable Development** – When considering development proposals, the Council will take a positive approach that reflects presumption in favour of sustainable development contained within the NPPF.
- **Policy T1: Transport Strategy** – The Council will seek to deliver improved accessibility to jobs, services, and facilities via an enhanced and better integrated transport network.
- **Policy T7: Safe and Sustainable Access** – To ensure development proposals offer safe and sustainable access to following requirements must be met; safe access to the highway network, safe access to the site for cyclists and pedestrians, no adverse impact on local air quality, development must not result in significant adverse impact on PRow, and access to public transport services within 400m of any home.
- **Policy T8: Parking Standards** – Proposals for development will be expected to make provision for car parking, in accordance with the latest adopted Essex Parking Standards adopted by the Council.
- **Policy T10: Electric Vehicle Charging Infrastructure Standards** – The Council require all new developments to make appropriate provision for electric charging points. Where charging points cannot be provided, developer contributions may be sought to enable those facilities to be suitably provided in other locations.
- **Policy COM1: Digital Communications Infrastructure Strategy** – The Council will; seek to ensure all homes and businesses in the Borough have access to superfast broadband, support the roll out of new communications technologies that will enable businesses in the Borough to compete locally, nationally, and globally, and support the roll out of new communication technologies that enable residents and businesses in the Borough to access a broader range of service opportunities.
- **Policy COM3: Digital Communications Infrastructure in New Residential and Commercial Developments** – The Council will support proposals which install new, or improve existing, communications infrastructure if they are required to enable the successful delivery of new development, and where they accord with all other relevant policies in the plan.
- **Policy H1: Housing Strategy** – To deliver at least 15,465 new homes by 2034 the Council will; encourage the effective re-use of land within existing residential development, encourage development in town centres to incorporate residential

development on upper floors, identify specific strategic sites for additional housing, ensure a mix of new homes, secure specific provision for specialist accommodation, provide opportunities for local people to build their own homes, and identify sites to meet the special accommodation needs of our Gypsy, Traveller and Travelling Showpeople population. In order to ensure local people have the opportunity to financially access new homes, the Council will seek to ensure that 6,274 affordable homes are provided.

- **Policy H23: Location of Residential Development** – Proposals for housing developments will be supported in areas that are currently predominantly residential in nature; areas allocated for residential purposes, above shops within shopping frontages in town centres, and on edge of town centre sites promoted for residential purposes.
- **Policy H25: The Size and Types of Homes** – All residential development proposals will be expected to provide high quality homes with sufficient private amenity space, all sites delivering 10 or more homes should comprise a housing mix of 40% one and two bedroom homes, 40% three bedroom homes, and 20% four or more bedroom homes. On sites delivering 10 or more homes, 10% of homes should be constructed to the requirements of Part M(2) of the Building Regulations.
- **Policy H26: Affordable Housing Provision** – The Council require 31% affordable housing provided on all sites of 11 or more units. The tenure split of affordable housing provision is 70% affordable rent at 60% market value, and 30% intermediate housing.
- **Policy DES1: Achieving Good Design** - The Council will protect and enhance the quality and local distinctiveness of the Borough's built environment through high quality and inclusive design that makes effective use of land, supports healthy lifestyles, and creates better places for people.
- **Policy DES3: Urban Character Areas** – The Borough's Urban Character Areas will be managed and enhanced where possible and using character assessments as part of the application process and consider the Basildon Borough urban design evidence base. Applications will be expected to respond effectively to local character and distinctiveness.

- **Policy DES4: High Quality Buildings** – Buildings should be designed to a high standard, responding appropriately to their location and reflecting their function and role in relation to the public realm.
- **Policy DES5: High Quality Landscaping and Public Realm Design** – All development must contribute to safe, inclusive, accessible, and user friendly streets and spaces that encourage appropriate levels of interaction and connections for all users. Proposals for new development or the redevelopment of prominent sites within town centres, and for developments comprising 50 or more homes will be expected to be supported by a Public Realm Strategy.
- **Policy DES6: Public Art and Cultural Interpretation** – The Council will encourage the provision of high quality, sustainable, new or extended public art within the Borough. The Council will require the provision of public art for developments comprising 50 or more dwellings.
- **Policy HC1: Health and Well-being Strategy** – Throughout the Plan Period, the Council will seek to deliver development and growth which has a positive impact on the health and well-being of residents.
- **Policy HC2: Strategic Approach to Leisure and Recreation** – The Council will promote active and healthy lifestyles amongst all its residents by promoting, and where necessary delivering alone, or in partnership with others, improvements to leisure and recreation provision in the Borough.
- **Policy HC3: Strategic Approach to Education, Skills and Learning** - All residential developments will be expected to contribute towards off-site provision in accordance with Essex-wide standards for education and early years contributions.
- **Policy HC5: Public Open Spaces** – There is presumption against development within Public Open Space designations within the Borough. The reconfiguration of land identified as Public Open Space identified on the Policies Map will only be supported where; reconfiguration is part of a comprehensive deliverable scheme, open space is replaced with equivalent or better facility either on site or off-site in a suitable location, the development would not result in a net loss of open space overall, reconfiguration would achieve enhancements, and reconfiguration would not be detrimental to any other active travel environmental or cultural function performed by the existing open space.

- **Policy HC12: Loss of Open Space** - Any development resulting in a loss of land identified as public or private open space, allotment garden, or playing fields associated with educational facilities, will only be permitted where: the proposal would result in an overall qualitative or quantitative improvement, the development is for alternative sports and recreational provision, there are cumulative community benefits identified, an assessment shows that the site is no longer required, there is no viable or reasonably practicable means of restoring or re-using it for an alternative form of open space, and there are no significant detrimental impacts on amenity, the character of the surrounding area, ecology and any historical or archaeological features.

- **Policy CC1: Responding to Climate Change** - The Council will seek to reduce carbon emissions, and the impacts of the Borough on climate change by encouraging greater levels of sustainability through development, and by putting measures in place that encourage individuals within the community to be more sustainable.

- **Policy CC2: Flood Risk and Drainage Management** - In order to ensure that new development within the Borough does not increase the number of people and properties at risk of flooding, the Council will apply a sequential risk based approach to the allocation of land for new development and ensure that new development does not increase the risk of flooding elsewhere.

- **Policy CC5: Sustainable Buildings – New Builds** – The Council require all new development proposals to construct new buildings in a manner that reduces the properties risk to extreme weather events, design of all new development to incorporate measures for achieving high levels of energy and water efficiency.

- **Policy NE1: Green Infrastructure Strategy** - The Council will work with partners to deliver a Recreation Avoidance and Mitigation Strategy (RAMS) for the Essex Coast Natura 2000 sites, ensuring that recreational activities resulting from the population growth arising in this plan, and other nearby authorities, is managed and mitigated in such a way as to avoid harm to these important nature conservation designations.

- **Policy NE4: Development Impacts on Ecology and Biodiversity** – Proposals which demonstrate a resultant net gain in biodiversity will be supported. Proposals with direct adverse impacts on biodiversity within will be refused unless it can be shown there is an overriding public interest which necessitates that development occurring in that location.

- **Policy NE5: Development Impacts on Landscape and Landscape Features** – The Council will protect the landscape character and local distinctiveness shall be protected, conserved and where possible enhanced. Proposals shall consider the local distinctiveness and the sensitivity to change of the distinctive landscape character area as set out in the Borough’s Landscape Character and Greenbelt Landscape Capacity Study (2014).
- **Policy NE6: Pollution Control and Residential Amenity** - All development proposals must be located and designed in such a manner as to not cause a significant adverse effect upon the environment.

4.36 As the new Local Plan has not been through Examination, it has limited weight in consideration at this time.

vii) Other Documents

4.37 The planning proposals for the Site have had regard to relevant Supplementary Planning Documents (SPD). This includes:

- Planning Obligations Strategy SPD (2015);
- Basildon Town Centre Masterplan (2012);
- Parking Standards (2009); and
- Essex Design Guide (2018)

4.38 The Site lies within the Zone of Influence of the Thames Estuary and Marshes SPA and Ramsar site and Langdon Ridge SSSI, thus the Essex Coast Recreational Disturbance Avoidance and Mitigation SPD is also of consideration.

viii) Neighbourhood Plan

4.39 The Site is not part of a Neighbourhood Plan Area.

5.0 PLANNING ANALYSIS

5.1 This section of the Planning Statement sets out an assessment of the Proposed Development against the relevant planning policy and guidance. A topic-based approach is taken in respect of the prevailing planning considerations, with due regard to the planning policies at a National and local level as previously set out within Section 4.0.

5.2 The following overarching planning considerations apply to this application submission:

- i) Principle of Development;
- ii) Design Quality;
- iii) Housing Mix;
- iv) Affordable Housing Statement;
- v) Landscaping and Trees;
- vi) Transport, Parking and Accessibility;
- vii) Flood Risk and Drainage;
- viii) Ecology and Biodiversity;
- ix) Air Quality;
- x) Noise Considerations;
- xi) Archaeology;
- xii) Neighbouring Amenity;
- xiii) Health Impact Assessment;
- xiv) Construction;
- xv) Energy and Sustainability;
- xvi) Contamination; and
- xvii) S106 Draft Heads of Terms

i) Principle of Development

5.3 The NPPF is clear that it is the Government's objective to "significantly boosting the supply of homes" (Paragraph 59) and in this context it is notable that the most recent Housing Delivery Test results (19 January 2021) show that the Council has only delivered 45% of its requirement over the past 3 years. This is currently one of the lowest delivery results in England.

5.4 In addition, BBC has acknowledged in its Housing Delivery Test Action Plan (May 2020) that compared to its housing requirement there has been under-delivery for three of the last five years, and that over a longer period, there is evidence of persistent under-delivery which has resulted in a significant shortfall in housing within the Borough.

- 5.5 Moreover, BBC currently cannot demonstrate a 5-year housing land supply, with the Council's Five-Year Land Supply Report (2019-2024) identifying only a 2.4-year supply of deliverable housing sites when considering planning applications, and only a 3.7-year supply when considering strategic sites (both including the 20% buffer).
- 5.6 There is therefore compelling need for housing delivery across the Borough, and it is clear that this proposal would make a meaningful contribution to housing supply and delivery within the Borough.
- 5.7 In this context, the principle of the proposal delivering much needed new homes including family homes and affordable housing weighs significantly in favour of the proposals.

Utilising Brownfield Land

- 5.8 The disused and redundant car park element of the site comprises brownfield land. The NPPF promotes the effective use of land and gives substantial weight to the value of using suitable brownfield land within settlements for homes (Paragraph 118). The disused car park element of the Site entirely complies with this approach, taking advantage of sustainably located brownfield land and making effective use of this land to provide a significant contribution to BBC's housing supply and delivery.
- 5.9 Indeed, it is noted that the eastern part of the Site occupied by the disused car park is also listed on the Council's Brownfield Register (site ref. BAS0002), meaning this has been identified as a sustainable brownfield site that has the potential to provide much needed housing.

Loss of Open Space

- 5.10 While it is acknowledged that part of the site is designated as Existing Open Space in the adopted Local Plan (which Policy BASR1 seeks to protect and prevent significant harm to the recreational and amenity value of these spaces), it is noted the Open Space Assessment (March 2010) submitted as part of the evidence base for the Local Plan Examination identifies a number of open spaces that should not be designated as such, following qualitative assessments. This was due to either:
- The space not being an open space (for instance, some sites are verges rather than useable open space); and
 - The space was not originally mapped for the most appropriate typology.

- 5.11 As such, within the emerging Local Plan the Open Space designation has been removed for the entirety of the Site, effectively leaving the site as 'white land' unconstrained by any policy designations. Moreover, that in this context, the Site is sustainably located within the urban area of Basildon where emerging Local Plan policies SD1, SD2, H1 and H23 seek to direct residential development.
- 5.12 In this context, it is noted that the Council's own Housing and Economic Land Availability Assessment (HELAA) Review (2019), assessed both the existing car park (site ref. SS0068) and the western part of the Site (site ref. SS0067) as 'Suitable' for residential development.
- 5.13 As part of the regeneration plans for Basildon Town Centre, the Site forms comprises an element of the 2012 Masterplan, with this Site specifically anticipated for re-development to provide residential development. This has been carried forward into the revised Masterplan, forming a Regeneration Strategy, rather than a formal SPD. While this is the case, it is clear the Site forms a sustainable location for residential development which will assist in the regeneration of the Town Centre.
- 5.14 It should also be noted that the development proposal would bring forward several immediate economic benefits alongside wider social and environmental benefits, fully according with the policy objectives of the NPPF, and that further weigh in favour of the principle of the proposals, including:

A Social Role:

- The creation of 233 dwellings will make a significant contribution to the housing stock, with a range of types of properties including apartments and houses;
- Provision of affordable housing in excess of the policy requirement which will contribute significantly to much needed housing for a wide range of needs for the local community;
- All dwellings designed to meet Nationally Described Space Standards (NDSS);
- Private amenity space provided for all properties; and
- Provision of open space within the heart of the development which will contribute to increasing the quality of the environment, providing a range of social experiences.

An Economic Role:

- The development will create local jobs through construction process, contributing to the local economy;

- The occupation of the development by future residents will deliver retail expenditure on convenience goods, comparison goods and expenditure on leisure goods and services in the local area;
- Financial contributions which will benefit the local area; and
- BBC would gain income from Council Tax Revenue and the New Homes Bonus.

An Environmental Role:

- The Site is a sustainable, accessible location with additional connections and improvements to pedestrian and cycle routes;
- The proposals include energy efficient measures such as PV panels, a fabric first approach to construction and encouragement of electrical vehicles; and
- Through the delivery of a high-quality sensitive scheme development provides the opportunity to enhance the natural environment in terms of both landscape and ecology habitat and benefits when compared to the existing brownfield land.

Summary

- 5.15 In summary, while it is acknowledged that the proposal will result in the loss of open space to facilitate the development, this designation is being removed through the emerging Local Plan and the Site has been identified as suitable for residential development within the HELAA and is on the brownfield register.
- 5.16 Moreover, as will be explained below, the technical and environmental reports submitted in support of the application confirm that there will be no significant detrimental impacts on amenity, the character of the surrounding area, ecology and any historical or archaeological features.
- 5.17 Taking this into account and the significant benefits as mentioned above including the delivery of new homes including family housing and affordable housing, it is considered that the proposal satisfies the requirements of emerging draft Policy tests at HC5 and HC12. In addition, the principle of the proposed redevelopment of the Site for residential purposes aligns with the objectives and policies of the NPPF to significantly boost the supply of housing as well as the emerging Local Plan.
- 5.18 For decision-making NPPF Para 11 d) confirms that, in the absence of relevant or up-to-date development plan or where a LPA cannot demonstrate a five-year supply of housing as is the case in BBC, planning permission should be granted 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; 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.

5.19 This Planning Statement now goes on to demonstrate that there are no other adverse impacts that would arise from the development that would demonstrably outweigh the significant benefits of the proposal when assessed against the policies in the Framework taken as a whole.

ii) Design Quality

5.20 The NPPF states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities (Paragraph 124).

5.21 This application is supported by a DAS (BPTW, April 2021) which provides a detailed analysis of the design process undertaken which has led to the masterplan proposals. This includes an explanation of how the proposals have responded to the feedback received during pre-application engagement with BBC, Essex Place Services (Design and Ecology) and the Secured by Design Officers, as well as from the local community during the public consultation events held.

5.22 The Design and Access Statement, alongside the submitted plans and elevations, demonstrate the design quality the proposed development is seeking to deliver. In addition, the submitted Health Impact Assessment (Barton Willmore, April 2021) confirms that the quality and design of the development will have a positive impact.

5.23 The layout would provide a higher density of development than the existing residential area to the north and south of the railway line. However, it is considered this is appropriate in this highly sustainable location and would make the most effective and efficient use of brownfield land, as encouraged by the NPPF.

5.24 The proposals have been designed to respond to the site constraints and opportunities, with the larger and taller apartment blocks located in the north-east of the Site to respond to the

junction of Laindon Link and Nether Mayne. Block E in particular has been designed to act as a focal point of the development, turning the corner and increasing in height to address this key junction before entering Basildon Town Centre. The heights across the Site will gradually lower before reaching the proposed houses to address the difference in massing between the apartments and the houses.

- 5.25 The materials palette has been carefully selected to reflect that used in the immediate and wider area, with the use of buff bricks as seen opposite the Site at Wickhay and red brick as used within Great Knightleys. In addition, while the massing varies appropriately across the site, through the use of a consistent palette of materials and facade treatment a cohesive design across the entire development is created, to ensure that a sense of place is successfully achieved. As such, it is considered the proposals would have regard to their setting and respond appropriately to the surrounding developments.
- 5.26 The heights of the apartment blocks have also been considered in regard to the impact of wind conditions within and around the Site. The submitted Pedestrian Level Wind Microclimate Assessment (RWDI, April 2021) confirms that wind conditions at off-Site areas such as bus stops and pedestrian crossings would remain similar to the baseline scenario, thus would continue to be suitable for the intended use. Indeed, the Assessment also identifies that the heights of the apartment blocks would improve the conditions within the Site itself, providing shelter from prevailing winds. As such, it is considered the proposed layout and massing of the development has been designed appropriately in this regard.
- 5.27 It is considered that the proposals will deliver a development of a high quality of design that will complement the prevailing character and appearance of the area, in accordance with Policy BAS BE12 of the Local Plan, DES1, DES4 and DES5 of the emerging Local Plan, the NPPF and the National Design Guide in this regard.

Townscape Assessment

- 5.28 The Townscape and Visual Impact Assessment (TVIA Barton Willmore) submitted with this application has analysed the existing townscape and views of the Site and has thoroughly considered the effects of the Proposed Development on the Site and surrounding area.
- 5.29 The TVIA identifies that the Site lies just outside of the 'Town Centre' Character Area, within the 'Lee Chapel' Character Area. This area predominately comprises residential properties at a lower massing when compared with the Town Centre. The TVIA also identifies that taller buildings in the area serve as reference points in views, with the boundary with the railway line creating a visual containment to the Site.

- 5.30 It is considered that the Site can therefore provide an opportunity to create a strong focal point for those travelling along Laindon Link towards the Town Centre and vice versa, to connect the centre with the outer edges such as this Site. The TVIA considers this to improve the spatial definition of the town and strengthen its urban fabric.
- 5.31 The TVIA acknowledges that the proposals would result in a change to the visual character of the Site and surrounding area, however, this is mitigated through the reduced heights towards the western boundary and retention of significant boundary trees and planting. As such, the Proposed Development is considered to provide a high-quality design which will reflect the character, needs and opportunities of the area, in accordance with Policy DES1 and DES3 of the emerging Local Plan and the NPPF.

Quality of Residential Accommodation

- 5.32 All houses and apartments will be built to a high standard and will be compliant with Nationally Described Space Standards (NDSS), with 10% of the affordable rented properties meeting M4(2) Building Regulation Standards.
- 5.33 Each house will have access to a private rear garden, and the apartment blocks will feature sizeable private balconies. The open spaces within the Site will also provide additional amenity areas for residents. The proposed balconies to the apartments have been considered in regard to the impact from wind conditions, with the majority of balconies seeing appropriate conditions (as set out within the Pedestrian Level Wind Microclimate Assessment). Mitigation is proposed for some balconies, details of which can be secured by condition. Overall, the level of amenity space is considered appropriate for the proposed apartment blocks.
- 5.34 The apartment blocks have been designed so that 86% would be dual aspect, with no single aspect apartments facing north. This will ensure all apartments can receive good levels of daylight and sunlight. Indeed, the Daylight and Sunlight Report (Right of Light, April 2021) submitted with the application confirms that the proposals provide a very high level of compliance with the BRE recommendations.
- 5.35 The apartments have been designed to promote flexible living, with open plan kitchen, living and dining space with room for working from home. The apartments will also have built in storage to ensure an effective use of space.
- 5.36 The houses have also been designed flexibility, with the 2-bed properties seeing a separate kitchen to the living/dining area and the 3-bed properties with an option to close off the

kitchen/dining to living area if required. The ground floor WC's have been designed for accessibility and there is also space for home working/home schooling to provide for individual needs.

- 5.37 In addition to the above, the safety and securing of the apartments blocks has been carefully considered. All apartment blocks have been designed with large entrance lobbies directly accessible from adjacent footpaths and cycle ways to aid accessibility, yet also to ensure natural surveillance of the entrances.
- 5.38 The entrances into the apartments will be secured through Fob access controls to restrict and limit access to individual apartment blocks and apartment units. These secured lobbies will be where the postboxes are located. The cycle and bin storage would also be accessed through a secured external entrance, which will be separate from the apartment lobbies to ensure no access into the private areas of the apartments can be gained from the stores.
- 5.39 It is considered the proposals comply with local and national policy in respect of ensuring a high standard of accommodation and appropriate amenity for future occupiers.

iii) Housing Mix and Affordable Housing

- 5.40 The Addendum to the South Essex Strategic Housing Market Assessment (SHMA) (May 2017) set out the following regarding housing need in Basildon to 2037:

Table 5.1 – Basildon Housing Need (SHMA Addendum May 2017)

	Total %
1-bedroom	14%
2-bedroom	26%
3-bedroom	40%
4-bedroom	20%

- 5.41 This SHMA Addendum mix is reflective of that within emerging policy under draft Policy H25.
- 5.42 The Proposed Development will provide the following mix:

Table 5.2 – Proposed Housing Mix

	1-bedroom	2-bedroom	3-bedroom	Total
Market	39	69	8	116
Affordable	48	66	3	117
Total	87	135	11	233
Total %	37%	58%	5%	100%

5.43 The proposed development will be weighted more towards 2-bed properties, however, there would be a healthy provision of 1-bed properties and it is considered this is an appropriate mix in this location considering the proximity to Basildon Town Centre.

iv) Affordable Housing Statement

5.44 The Proposed Development will provide for 50% affordable housing, (providing 117 apartments) thus would contributing an increase over and above the policy requirement.

5.45 The affordable housing will comprise 82No. Affordable Rented properties, providing 33No. 1-bed properties, 46No. 2-bed properties and 3No. 3-bed properties within apartment Blocks A, B and 1No. apartment within Block C.

5.46 There will also be 35No. Shared Ownership properties, with 15No. of these 1-bed and 20No. 2-bed properties located within Block C.

5.47 This would be a split of 70%/30% (affordable rent/shared ownership) which is consistent with local policy. The affordable housing provision will be secured by S106 Agreement.

5.48 The SHMA indicates that 39% of households within the Basildon Borough cannot afford to purchase or rent a home on the open market. As such, the target for affordable housing delivery is 391 properties per year.

5.49 Therefore, the provision of affordable housing within the Site above and beyond the local policy requirement is therefore considered to weigh significantly in favour of the proposal and would ensure an appropriate provision of this much needed housing.

v) Landscaping and Trees

5.50 The landscaping within the Site proposes the following soft landscaping:

- Retention of boundary trees along railway line, Laindon Link and Nether Mayne;
- Planting of 74No. additional trees, including the creation of a linear tree line along Laindon Link to provide connection of habitats;
- Community garden to the south of the square with ornamental planting, sculpture, seating and planting, including retention of the existing Oak as a focal point;
- Additional smaller community garden provided within the eastern part of the Site between Block D and E around a retained Oak as further focal point;
- Ornamental planting to provide defensible edge to built form;
- Pollinator grassland under tree canopies, along the southern boundary and within the central scrub belt;
- Amenity grassland to be provided along northern boundary at Block B and along part of the eastern boundary by Block D;
- Screening of car parking using formal beech hedging; and
- Lawn mix provided for rear gardens, with planting to front gardens to provide butterfly and bee friendly species.

5.51 The above soft landscaping would create significant enhancements to the existing Site which is predominately hard surfaced. The introduction of planting will not only create a pleasant environment for future residents but also contribute to biodiversity net gain as encouraged by the NPPF.

5.52 The proposals would be subject to a Landscape and Ecological Management Plan to ensure the long-term objectives for the improvements to the Site are appropriately secured, and this can be conditioned.

5.53 The following is also proposed for the hard landscaping:

- Asphalt used for main vehicle routes and footpaths;
- Permeable block paving in 'Burnt Ochre' for parking areas;
- Creation of a block paved square to the south of the access from Laindon Link, to provide an arrival space; and
- Provision of block paving with pixelated pattern for pathways leading to apartment blocks, using colours to respond to each block front door to aid with wayfinding (blue, blue/green, green, yellow and red).

- 5.54 The above hard landscaping scheme has been influenced by the architectural approach to the apartment blocks and houses, creating a scheme that will successfully link architecture and landscaping to provide a sense of place.
- 5.55 The Arboricultural Impact Assessment (PJC Consultancy) identifies that the proposals will result in the loss of trees G1 (part only), G4-G6, T14-T24, T26-T40, G42, T43, T47, G49, T50, T52, G56 (part only), T58, T59, G60 (part only), G61-T63, T65 and G66 (part only). The majority of these trees are Category U and C and are not protected by the Tree Preservation Order (TPO) on the Site.
- 5.56 The proposals would require the removal of a 3No. trees protected by the TPO, 1No. group and part of 1No. further group. The Arboricultural Impact Assessment sets out that the removal of these trees would be appropriate in this instance facilitate the development and reduce future pressure to undertake works to the trees, as agreed with the Council's Tree Officer. In addition, the proposed removals represent the more appropriate scenario for tree removal which would not be detrimental to the surrounding landscape. Indeed, T40 and T50 are well screened from viewpoints, thus their amenity value is lower than other protected trees within the Site.
- 5.57 In addition, the proposals will provide significant enhancements to the landscaping within the Site, including the planting of 74No. additional trees which is considered to mitigate for the loss of the existing trees from the Site.
- 5.58 It is therefore considered the loss of trees would not be harmful to the immediate or wider green infrastructure or landscape character within Basildon, and the development would comply with Policy BAS R1, emerging Policy NE1 and the NPPF through the proposed landscaping improvements.

vi) Transport, Parking and Accessibility

Access and Transport Considerations

- 5.59 The Transport Assessment (Intermodal Transportation Ltd) accompanying this application considers the transport and accessibility details of the development. It sets out that the vehicular access to the development will be achieved via the existing signal controlled access junction off Laindon Link and would be remodelled to provide for the proposed development. This would include incorporating the existing pedestrian crossing facilities to provide safe access for pedestrians.

- 5.60 The level of traffic movement generated by the proposed development has been modelled and would result in 58 and 66 two way vehicle movements per hour during the AM and PM peak hours respectively. The Transport Assessment sets out that this would mean that only 1 vehicle every minute would be generated by the development during the worst weekday 1 hour time period in the morning and evening.
- 5.61 It should also be noted that the existing car park provides 365 spaces, which if brought back into use would mean vehicle trips from the Site in any case. As such, in combination with the TRICS data for the proposed use, the Transport Assessment confirms the proposals would not result in a severe impact on the highway network, either when considering the proposal itself, or when compared with the impact of the existing use of the Site. As such, the development would be in accordance with the NPPF in this regard.
- 5.62 The development proposals are highly accessible by non-car travel modes and as such, the Transport Assessment concludes that the Site is easily able to offer residents alternative methods of transport without the need to rely upon a private car. Indeed, as discussed in Section 2, the Site is located in a highly sustainable location, within easy walking distance of Basildon Town Centre, main bus routes and the railway station. The development will provide improvements to the pedestrian and cycle links within the Site into the Town Centre, which will further assist in promoting more sustainable modes of transport in accordance with emerging Policy T1 and the NPPF.

Deliveries and Servicing

- 5.63 All apartment blocks will have an internal, secure refuse store, with appropriate space for the number of refuse and recycling bins required for each block. As discussed above, these refuse stores will only be accessible externally as per guidance from Secured by Design Officers.
- 5.64 The refuse stores will be located to ensure a maximum of 25m travel distance for residents and 10m travel distance for refuse vehicles collection, thus in accordance with the relevant drag distance guidance.
- 5.65 The collection of refuse and recycling from the houses would be from the kerbside and the Delivery and Servicing Plan (Intermodal Transportation Ltd, April 2021) demonstrates that appropriate access will be able to be achieved for refuse vehicles from the collection point.
- 5.66 The swept path sketches within the Transport Assessment and Delivery and Servicing Plan demonstrate that a large 4 axle refuse vehicle would be able to acceptably access and egress the site via the access junction Laindon Link. In addition, the internal configuration of the

Site allows for easy access to delivery vehicles. As such, it is considered that a safe and suitable access can be achieved for the Site, in accordance with emerging Policy T7.

Movement within the Site

- 5.67 The main proposed pedestrian and cycle link for the development would be located between Block E and Block D and will be well overlooked by the apartments to ensure security. This link would connect with existing accesses from the east and into the Town Centre.
- 5.68 The existing pedestrian access along the northern boundary will be retained, and realigned to provide a more suitable route through the northern part of the development.
- 5.69 In addition, pathways will be provided internally within the Site, using different coloured paving to aid wayfinding to the different apartment blocks. This, alongside the natural surveillance within the Site will provide legibility and a feeling of safety when travelling through the development, complying with the NPPF and Essex Design Guide in this regard.

Vehicle and Cycle Parking

- 5.70 The proposed development will provide for 0.6 car parking spaces per apartment, with 109No. allocated spaces and 22No. spaces for visitors. This is below the standard as set out within Essex Parking Standards. However, the Site is within a highly accessible location, a short walk from the Town Centre, bus services and railway station. As such, it is not considered that residents will require vehicles to access everyday services and facilities as they would be able to carry out daily activities such as commuting, shopping and eating out without making private car journeys.
- 5.71 The proposed parking for the houses would be compliant with Essex Parking Standards, with 2No. spaces per house and 4No.spaces for visitors.
- 5.72 The cycle parking provided for the proposals is above the requirements set out within Essex Parking Standards and will be provided securely within the blocks at ground floor, accessed by resident key cards. Cycle stands will be also provided for visitors externally beside each apartment block to further encourage the use of bicycles. The over provision of cycle storage will encourage more sustainable modes of transport and less reliance upon private motor vehicle, in accordance with the NPPF.
- 5.73 In addition, electrical vehicle charging points will be provided, with 40% active, 10% passive and 50% ducted car-parking spaces.

vii) Flood Risk and Drainage

- 5.74 The submitted Flood Risk Assessment and Drainage Strategy (Tully De'Ath) confirms that the Site is located fully within Flood Zone 1, meaning that it is at the lowest risk of flooding from rivers and seas. In regard to surface water, the eastern part of the Site and an area to the west of the ditch running through the centre of the Site has a low risk of surface water flooding.
- 5.75 The surface water flood depths are considered to be up to 800mm in the east and 200mm in the west by the ditch. As such, no residential accommodation is to be below a level of 28.60m AOD (300mm above the 1 in 1000 flood level). This is influenced the design of the development, with no residential accommodation proposed at ground floor within Block E. In addition, Blocks B and D will also see an increase in ground floor levels, with ramp and steps provided to enable suitable access.
- 5.76 The proposed emergency access in the western part of the Site is considered suitable by the Flood Risk Assessment to provide for access if needed in any extreme surface water flood event. As such, it is considered that appropriate measures can be secured by the development to ensure future residents are not a risk of flooding.

Drainage

- 5.77 Surface water runoff from the development will be discharged by means of Sustainable Urban Drainage Systems (SuDs) to the adjacent adopted surface water system. There will be attenuation tanks accommodated within the Site, for the two proposed catchments within the Site which will restrict flows to a suitable rate. These will be designed to cater for a 1 in 100 year storm event, plus a 40% allowance for climate change.
- 5.78 The Drainage Strategy identifies that Block B and an area around the vehicular entrance to the Site will need to connect directly to the existing diverted drainage serving Laidon Link. This is considered an acceptable approach as there would be a net reduction in impermeable area in this location due to the loss of the existing car park, thus no harmful increase to this existing drainage.
- 5.79 The houses will also be provided with water butts to assist in rainwater collection and provide a more sustainable method for irrigation and permeable paving will be used for the parking areas.
- 5.80 The proposed foul water drainage will also connect to the existing sewer system, with the Drainage Strategy confirming this should be possible through gravity to Nether Mayne.

- 5.81 The proposed on-site private drainage system will be maintained by the Applicant for the lifetime of the development, in accordance with a site-specific maintenance strategy, with any adopted elements the responsibility of Anglian Water.
- 5.82 With the implementation of the mitigation measures set out in the Flood Risk Assessment and Drainage Strategy, the proposed development is subject to an acceptable level of flood risk and should not increase the likelihood of flooding elsewhere. In summary, the Site can be drained both safely and sustainably for the lifetime of the development in accordance with Policy CC2 and the NPPF.

viii) Ecology and Biodiversity

- 5.83 The application is accompanied by an Ecological Impact Assessment (DF Clark Contractors, March 2021) which explores the ecological value of the Site, considers the impacts on the Thames Estuary and Marshes SPA and Ramsar site and Langdon Ridge SSSI and proposes mitigation measures.
- 5.84 The Ecological Impact Assessment (EcIA) confirms that the Site is dominated by habitats of low ecological value, with the broad-leaved woodland on the Site of local importance. The EcIA identifies that the Site does have potential to support nesting birds, badgers, bats and reptiles. Following pre-application advice with Place Services regarding ecology, Hazel Dormice have also been considered, although there was no evidence of this species within the Site and the habitat of most value for this species is to remain untouched along the southern boundary of the Site.
- 5.85 The EcIA concludes that the proposals would have non-significant negative impact on the habitats, with mitigation measures to include:
- Bats – Provision of bat boxes, creation of continuous tree corridors throughout the Site and use of sensitive lighting.
 - Birds – Removal of trees to take place outside of the bird nesting season, with a nesting bird check to be carried out prior to the works if this is not possible. As mitigation for the loss of trees, bird nest boxes, including sparrow boxes, will be incorporated into the development and new trees planted.
 - Badgers – An outlier sett will be removed sensitively and in accordance with relevant legislation and further searches for badger setts will be conducted prior to the commencement of works.

- Reptiles – A reptile translocation area will be provided on-site for slow worm and common lizard, equating to approximately 0.29ha along the southern boundary of the Site. This area will be maintained appropriately and will ensure an ecological corridor can be created along the southern boundary and into the western part of the Site.
 - Hedgehogs – All garden fences will include gaps to allow hedgehogs to pass through.
- 5.86 The proposed landscaping as part of the development, including tree planting, pollinator grassland and plants to attract insects will provide enhancements to the natural environment when compared to the existing hard surfaced car park area, thus providing net gains to biodiversity.
- 5.87 The External Lighting Assessment (Calfordseaden, March 2021) submitted with the application demonstrates that the external lighting proposed for within the Site would not result in harmful light spill beyond the site boundaries, thus reducing disturbance to wildlife.
- 5.88 The Site lies within the Zone of Influence of the Thames Estuary and Marshes SPA and Ramsar site and Langdon Ridge SSSI and proposes mitigation measures. The EcIA identifies that appropriate mitigation for this can be provided through financial contribution to the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) and site-specific mitigation. This will be secured as part of a S106 Agreement.
- 5.89 As set out above, the design of the development and the provision of new ecological features would provide the opportunity to secure both environmental enhancements and a net gain in biodiversity in accordance with emerging Policy NE4 and the NPPF.

ix) Air Quality

- 5.90 The Site does not lie within Air Quality Management Area (AQMA).
- 5.91 The Air Quality Assessment (Miller Goodall) accompanying the application provides a review of existing air quality in the vicinity of the proposed development and the impact on air quality as a result of construction and occupation of the development.
- 5.92 The Assessment confirms that the existing air quality is suitable for residential development and that once built, the traffic associated with the development is not expected to have a significant impact on local air quality.

- 5.93 The construction process of the development may give rise to an increase in dust, however, mitigation measures can control the dust impacts from construction so that there are no residual effects when considered in accordance with the relevant guidance, as set out within the Assessment. The provision of a Construction Environmental Management Plan (CEMP) to control dust and other emissions from construction can be secured by condition if deemed necessary.
- 5.94 In addition, the submitted Health Impact Assessment confirms that the proposals will have a neutral impact on the air quality of the surrounding area through the mitigation measures proposed including the CEMP.
- 5.95 As such, the proposal is considered to comply with Policy BAS BE12, emerging Policy NE6 and the NPPF.

x) Noise Considerations

- 5.96 The Site is located close to Laindon Link to the north, the junction with Nether Mayne to the east, and a railway line to the south. The submitted Noise Assessment (Cass Allen) identified that the average noise levels across the Site were generally dictated by the traffic on Laindon Link, with the occasional passing of trains. It concludes that the Site has a 'medium' risk in regard to daytime and night time noise levels.
- 5.97 The proposed layout of the development has therefore carefully taken into account the sources of noise, with the apartment blocks set back from the railway line and existing vegetation retained along the boundaries.
- 5.98 The properties will be constructed with Mechanical Ventilation with Heat Recovery (MVHR) and the calculations carried out within the Noise Assessment confirm that acceptable internal noise levels will be achievable for the development through suitable glazing.
- 5.99 The Noise Assessment also considers external noise levels and found that some gardens are predicted to exceed 55dB, however, it should be acknowledged that this is common for locations within urban areas and the use of fencing around gardens will mitigate this. As such, the proposed internal and external levels of noise within the development is not considered to be harmful to future occupiers, consistent with the NPPF.
- 5.100 In regard to the construction phases of the development and any impact on existing residents, this would not be a long-term impact and any noise could be controlled through a CEMP via condition if deemed necessary, as set out within the Health Impact Assessment.

xi) Archaeology

- 5.101 The Desk Based Assessment (LP-Archaeology, March 2021) submitted with the application identifies the long historical agricultural use of the land within and around the Site and indicates that structures were located towards the east of the Site, although modern in context. As such, the Site is considered to have low potential for any significant archaeological remains.
- 5.102 Pre-application advice received from Place Services confirmed that will be no requirement for intrusive archaeological fieldwork prior to determination within the Site, and any potential archaeological remains could be evaluated by trial trenching post consent. As such, it is considered the potential for any archaeology does not constrain the development and conditions can be used if considered appropriate by the Council.

xii) Neighbouring Amenity

- 5.103 It is understood that existing residents in the area are concerned about the impact of the proposed apartment blocks in regard to overlooking and overshadowing. The Site is separated from existing residential areas by Laindon Link to the north and the railway line to the south, thus affords good distances between existing properties and the proposed apartment blocks at over 50m from the tallest apartment Block E. This will ensure there is not a loss of privacy to the private rear amenity areas of the nearby properties.
- 5.104 The Daylight and Sunlight Report (Right of Light Consulting Ltd) submitted with the application confirms that the development passes the relevant BRE diffuse daylight and direct sunlight tests on all neighbouring habitable windows. As such, the proposals will not result in a harmful loss of light to the closest neighbouring properties.
- 5.105 The Report also demonstrates that neighbouring gardens will not see harmful overshadowing as a result of the development, with the BRE tests also passed in this regard.
- 5.106 In addition to the above, the External Light Assessment (Calfordseaden) demonstrates that the lighting from the Site will not overspill into existing neighbouring properties.
- 5.107 As such, the proposals will ensure there will not be a harmful loss of light to neighbouring properties, nor unacceptable overshadowing experienced nor disruption from artificial light. Therefore, the development would ensure an appropriate level of amenity is retained for all existing residents in accordance with Policy BAS BE12 of the current Local Plan, Policy DES1 of the emerging Local Plan and the NPPF.

xiii) Health Impact Assessment

- 5.108 The submitted Health Impact Assessment (Barton Willmore) has reviewed the potential health effects of the Development and provided recommendations to seek to enhance health gains and remove or mitigate potential adverse impacts on health.
- 5.109 It concludes that the Proposed Development would have a positive health effect in relation to the majority of the key health themes, including housing quality and design, access to open space and nature, accessibility, crime reduction and social cohesion.
- 5.110 It also proposes mitigation measures as part of the development which include construction management plans, developer contributions to education and other local facilities, provision of resident welcome packs and travel plans. It is considered the Proposed Development would therefore ensure the health of existing and future residents would be safeguarded in accordance with local and national policy, with improvements secured by condition.

xiv) Construction

- 5.111 The Construction Logistics Plan (Intermodal Transportation Ltd) demonstrates that all vehicles will enter and leave the Site via the existing access from Laindon Link. There has been a swept path analysis undertaken at the access which confirms that the largest vehicles needing to access the Site during the construction period are able to do so comfortably. Construction traffic will also use the primary road network, routed from Nether Mayne so that local networks are not disrupted.
- 5.112 The report also confirms that pedestrian and cycle access to the Site would be maintained during the construction phase, including the existing underpass. The Plan confirms that the construction of the Site would be subject to a monitoring programme with dedicated Manager who can be contacted by residents. As such, it is considered the construction of the development would not harm the amenity of the wider area, with further details of this provided as a condition if considered necessary by the Council.

xv) Energy and Sustainability

- 5.113 Emerging Policy CC1 sets out that the Council will seek to reduce carbon emissions, and the impacts of the Borough on climate change by encouraging greater levels of sustainability through development, and by putting measures in place that encourage individuals within the community to be more sustainable.

- 5.114 In addition to the above, emerging Policy DES4 requires high quality of design with organised form and internal layout and circulation to reflect hierarchy of function, with proposals that allow for flexibility in future adaption. In this regard, the apartments and houses have been designed so that they provide flexible floor plans, with spaces for home working and in-built storage.
- 5.115 The Energy and Sustainability Report (Calfordseaden) sets out that the development will ensure the energy hierarchy of 'Be Lean', 'Be Clean', 'Be Green'. The properties will be constructed using the fabric first approach, with low U-values to the external fabric and improvements to ventilation and lighting in accordance with emerging Policy CC1.
- 5.116 The proposals will include PV panels across the development, with each house having its own PV system (of 3No. panels). The Report also sets out that up to 166No. PV panels can also be provided across the apartment blocks to further reduce improve energy efficiency.
- 5.117 Further measures will include ensuring the internal water usage is reduced to achieve 105 litres/person/day, with water butts provided to the rear gardens of the houses to collect rainwater for sustainable re-use.
- 5.118 Materials for the properties will be sustainably sourced and waste will be minimised as far as possible during the construction process, with a Site Waste Management Plan implemented.
- 5.119 In addition, as previously discussed, the development will be futureproofed towards a 100% electric vehicle charging capability, providing 40% active, 10% passive and 50% ducted car parking spaces.
- 5.120 It is therefore considered the proposals would encourage greater levels of sustainability through construction and measures to encourage future occupiers to reduce their carbon footprint, in accordance with emerging Policy CC1 and the NPPF.

xvi) Contamination

- 5.121 The Desk Study and Ground Investigation Report (TEC) identified that there was no evidence of potential contamination during the investigations on the Site. There was a marginal exceedance of Barium, however, this was highly localised and very marginal thus not considered to pose a significant risk to future occupiers.
- 5.122 As such, it is not considered further investigation is required as the Site is suitable for the proposed development. However, if deemed necessary by the Council this can be secured by condition.

xvii) S106 Draft Heads of Terms

Policy Background

5.123 One of the key objectives of the NPPF is to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being (Paragraph 8).

5.124 Paragraph 56 of the NPPF and Regulation 122 of the Community Infrastructure Levy Regulations make it a legal requirement that planning obligations should only be sought where they meet all of the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

Draft Heads of Terms

5.125 In this case, it is anticipated that the following Section 106 Heads of Terms may be required:

- Provision of affordable housing on-site;
- Financial contribution in accordance with the Essex Coast RAMS;
- Financial contribution to education, play space, travel plan and other community facilities and services.

6.0 CONCLUSIONS

- 6.1 This Full Planning Application seeks to secure detailed planning permission for 233 residential dwellings including 50% affordable housing, alongside the provision of vehicular access from Laindon Link, cycle and pedestrian accesses, associated parking, landscaping including open space, boundary treatments, drainage and earthworks.
- 6.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that the determination of planning applications must be made in accordance with the Development Plan unless material considerations indicate otherwise.
- 6.3 This Statement has set out the local and national planning policy relevant to the consideration of the residential development of the Site.
- 6.4 BBC currently cannot demonstrate a 5-year housing land supply, and there is therefore in principle a clear and compelling need for housing delivery across the Borough. In this context, the proposal will deliver much needed new homes across a range of unit sizes including family homes and affordable housing, and at a location within the urban that is in principle a sustainable location for residential development.
- 6.5 Moreover, the technical assessments submitted in support of the application confirm that the proposal accord with a range of environmental considerations, including planning policies in respect of highways and transport, heritage, flood risk, trees, landscape and ecology.
- 6.6 In the context of NPPF Para 11 d), this Planning Statement has demonstrated that there are no policies of the Framework that provide a clear reason for refusing this application, and that no adverse impacts arise from the development that would significantly and demonstrably outweigh the proposal's benefits, when assessed against the policies in this Framework taken as a whole.
- 6.7 It is clear that the adverse effects of the proposal do not significantly and demonstrably outweigh the proposals benefits, which in summary and as explained in more detail above are considered to comprise:

Social Benefits:

- The creation of 233 dwellings will make a significant contribution to the housing stock, with a range of types of properties including apartments and houses;

- Provision of affordable housing in excess of the policy requirement which will contribute significantly to much needed housing for a wide range of needs for the local community;
- All dwellings designed to meet Nationally Described Space Standards (NDSS);
- Private amenity space provided for all properties; and
- Provision of open space within the heart of the development which will contribute to increasing the quality of the environment, providing a range of social experiences.

Economic Benefits:

- The development will create local jobs through construction process, contributing to the local economy;
- The occupation of the development by future residents will deliver retail expenditure on convenience goods, comparison goods and expenditure on leisure goods and services in the local area;
- Financial contributions which will benefit the local area; and
- BBC would gain income from Council Tax Revenue and the New Homes Bonus.

Environmental Benefits:

- The Site is a sustainable, accessible location with additional connections and improvements to pedestrian and cycle routes;
- The proposals include energy efficient measures such as PV panels, a fabric first approach to construction and encouragement of electrical vehicles; and
- Through the delivery of a high-quality sensitive scheme development provides the opportunity to enhance the natural environment in terms of both landscape and ecology habitat and benefits when compared to the existing brownfield land.

6.8 It has therefore been demonstrated that the proposed scheme represents sustainable development that will deliver significant economic and social benefits while also contributing to the creation of a high-quality environment. In accordance with the NPPF, the proposals should therefore be approved without delay.

APPENDIX 1

Site Location Plan



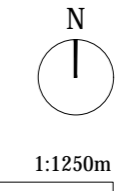
Notes:
 Do not scale. All dimensions are in millimetres unless otherwise stated. This drawing should be read in conjunction with all relevant project information and contract documentation. All dimensions to be checked prior to fabrication and/or commencement of works. All works to comply with all relevant legal standards, building regulations and warranty provider requirements. Report any discrepancies, if in doubt ask.

Rev	Status	Date	Description	Drn	Chkd
C01	A3	13.03.21	Planning Issue	TC	AA

Client Name:				Sempra Homes	
Project Name:				Chapel Gate	
Drawing Name:				Site Location Plan	
Drawing Number:		Rev:	Status:		
CPK-BPTW-01-ZZ-DR-A-0101		C01	A3		
Project No:	RIBA Stage:	Drawn By:	Scale:		
20-173	3	DAJ	1:1250 @ A2		

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