



DESIGN & ACCESS STATEMENT | Full Planning Application

Land at Hart Road, Thundersley.

Issue: December 2021

Full planning application for the demolition of 248 Hart Road, and the erection of 46no. dwellings with new access from Hart Road, together with associated landscaping, amenity space, parking and associated drainage works.



CHARTERED ARCHITECTURAL
& PLANNING CONSULTANTS



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1. Introduction

1.1 Purpose of the Document

This design and access statement has been prepared by Ashby Design Ltd on behalf of our client Legal & General Affordable Homes (LGAH) to support the full planning application in relation to a residential development on land at Hart Road, Thundersley, henceforth referred to as the application site.

The proposal put forward is for a development of 46 dwellings (100% affordable housing) together with a new vehicular and pedestrian accesses, associated car parking and landscaping.

This design and access statement sets out to cover the architectural aspects of the proposal in terms of use, amount, layout, scale, appearance and access.

This document should be read in conjunction with the supporting documentation, drawings and details prepared and submitted by the design team.

2.1 Site Location

Wider Context

Thundersley is a town situated between Basildon and Southend-on-Sea in the county of Essex. It is located to the south of the A127 running west towards the M25 from Southend-On-Sea. Local minor roads provide convenient access to other surrounding towns such as Canvey Island, Rayleigh and Rochford.

The town is served by nearby Rayleigh and Benfleet railway stations, with each located approximately 1.7 miles to the north and 3 miles to the south respectively. The two stations are situated on different train lines and as such provide regular east and west bound services, providing fast, convenient and sustainable transport to wider areas.

The Site

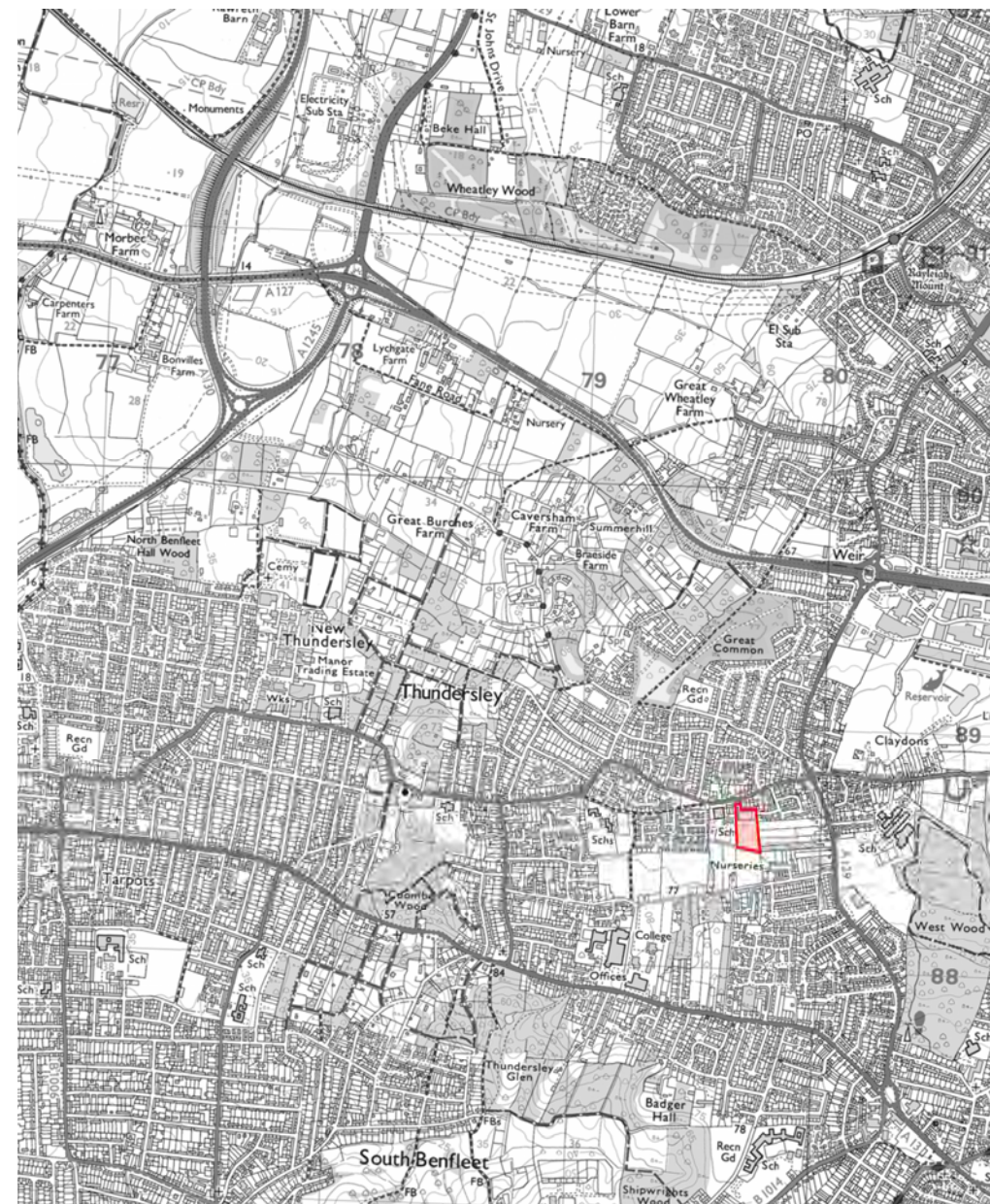
The application site measures 1.7 hectares and comprises land located to the south of Hart Road currently associated to the dwelling 248 Hart Road.

Residential properties, Hart Road and small woodland blocks form the northern and eastern boundaries. Cedar Hall school is to the west with agricultural fields to the south.

The Site is on land designated as Green Belt in the Castle Point Local Plan 1998, but immediately adjoins the settlement boundary. It is considered to be poor quality Green Belt land, which has been compromised by its former use as grazing land.

The Council is currently in the process of preparing a new Local Plan, which has reached Examination stage. The version of the new Local Plan submitted for Examination proposes the Site be removed from the Green Belt and allocated for residential development as part of Policy HO20.

The site is in an attractive location with access to several larger towns and villages with many options for amenities and local employment. Nearby towns are easily commutable along with the local railway stations and bus routes. The site is in a location where day to day services and facilities are accessible, including by means other than private cars.



Site Location in relation to the surrounding towns, and villages, and rail networks in the Castlepoint Borough

2. Site Context and Assessment

2.2 Local Accessibility

In terms of both local and strategic transport, the application site enjoys exceptional access to public transport and the road network.

Public Transport

Bus

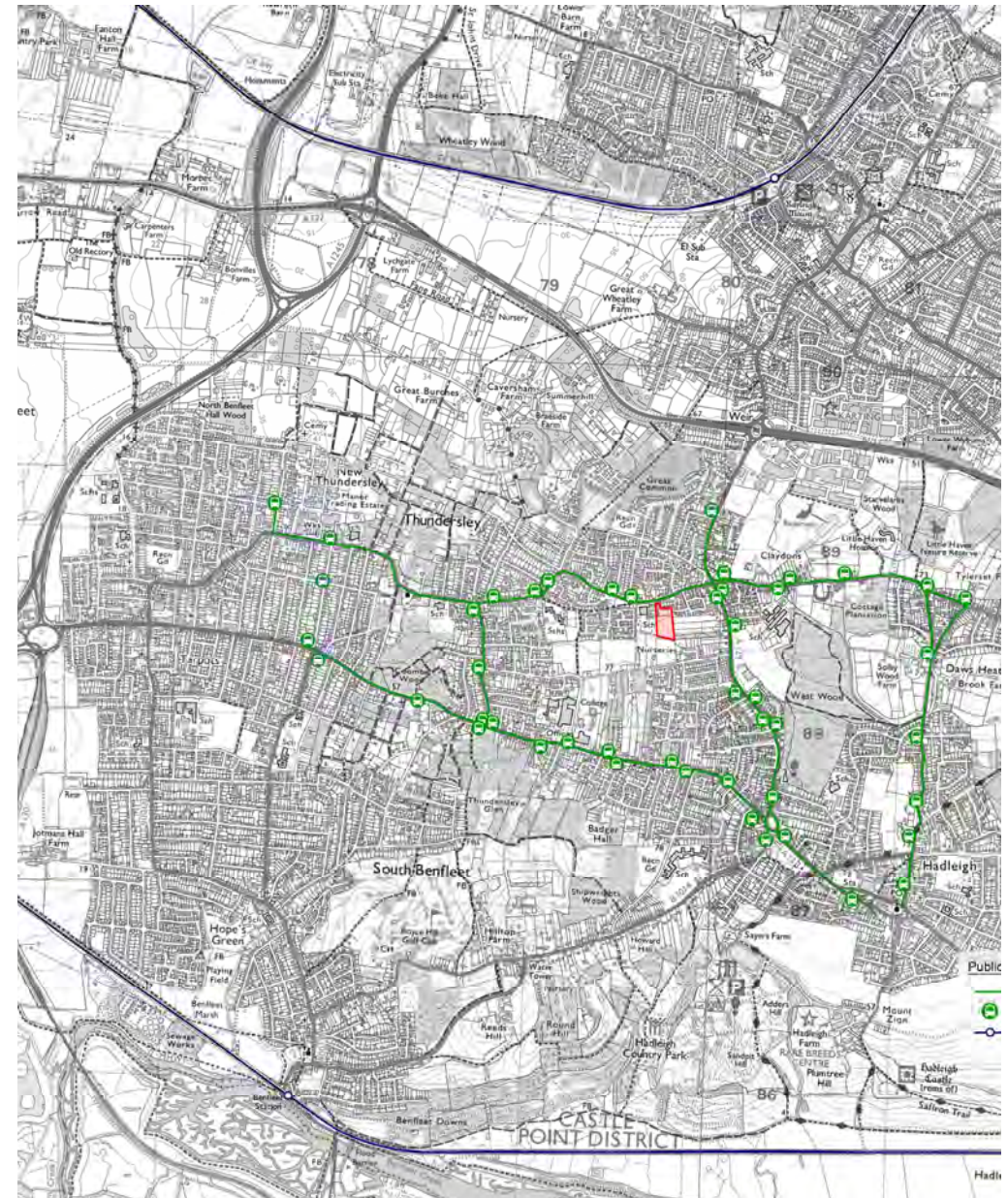
Thundersley provides access to a wide range of bus services to and from surrounding towns and villages. There are bus routes immediately adjoining the application site along Hart Road, which run between Southend-on-Sea, Canvey Island and Chelmsford. More locally, the bus routes provide direct public transport to the train stations at Benfleet and Rayleigh.

A total of six bus stops are situated within 400m walking distance of the site with two located on Hart Road. The bus stops are all equipped with timetable information, bus stop poles and QR codes which provide access to live timetabling information.

Rail

Benfleet railway station is on the London, Tilbury and Southend line, serving the towns of South Benfleet and Canvey Island, Essex. It is 29 miles from London Fenchurch Street via Basildon and it is situated between Pitsea to the west and Leigh-on-Sea to the east.

Rayleigh railway station is on the Shenfield to Southend Line in the East of England, serving the town of Rayleigh, Essex. It is 33 miles, or 9 stops from London Liverpool Street and is situated between Wickford to the west and Hockley to the east. It is considered that this station is highly accessible by either cycle, car or public transport and therefore presents a viable option to encourage modal interchange for commuting to and from the development site. The station provides storage for 110 cycles and is accessible by the No1 bus service.



Site Location in relation to the local Bus and Rail links

2. Site Context and Assessment

2.2 Local Accessibility

Local Highway Network

The application site is considered to be well located for access to the local and regional network. Hart Road runs in a general east/west alignment providing access to a number of smaller residential roads. To the east, Hart Road provides access to the A129 Rayleigh Road and to the west, it provides access to Church Road and later access to South Benfleet.

Hart Road is a street lit, single carriageway two-way residential road subject to a 30mph speed restriction with 2m footways along both sides of the road. An advisory 20mph speed limit is in place in the vicinity of Cedar Hall School when the lights are shown at pick up and drop off times.

Located around 300mm east of the application site, Hart Road forms a priority dumbbell roundabout junction with the A129 Rayleigh Road and Daws Heath Road and is equipped with footways and pedestrian crossings.

Rayleigh Road runs in a north/south alignment providing access to the A127 Southend Arterial Road and Rayleigh to the north and access to the A13 and Hadleigh to the south.

The A13 runs in a general east/north west alignment and provides access to destinations such as Southend-on-Sea to the east and to Basildon in the west. The A13 London Road meets Canvey Island where it becomes a dual carriageway road and continues west towards London.

Pedestrian / Cycle Access

Walking is recognised as the most important mode of travel at a local level in that it offers the greatest potential to replace short car trips, particularly those under 2km.

The accompanying Transport Statement finds that the entirety of Thundersley, and surrounding residential areas of Hadleigh, Daws Heath and southern extents of Rayleigh, all fall within the 2km catchment. The catchment therefore also provides access to a range of local facilities and services, including Cedar Hall School, Thundersley Primary School, convenience stores & supermarkets, a GP Surgery, Dentist, Post Office and areas of employment & recreation.

A number of Public Rights of Way (PRoWs) are located within the vicinity of the application site, providing safe off-road options for pedestrians. Cycling also has the potential to substitute short car trips, particularly less than 5km. This provides access to the above mentioned areas, along with South Benfleet, Benfleet, and Rayleigh. PRoWs and cycle routes are further detailed within the accompanying Transport Statement.



Site Location in relation to the local highway links

2. Site Context and Assessment

2.3 Community Facilities

Schools

Thundersley is served by several schools from pre-school level, to secondary school level and includes the Special Needs, Cedar Hall School, which resides to the immediate west of the application site along Hart Road.

Hart Road is also served by Thundersley Primary School, while St. Peters Pre-school is situated to the west along Church Road and The Deanes is situated to the east, off of Daws Heath Road. All the above schools are located within 1.5km of the application site and therefore within easy and convenient walking distance.

Shops

Hart Road itself consists of a number of local shops and services, particularly at what is called Thundersley Village to the west of the application site, including two convenience stores, newsagents, a bakers, a pharmacy, a florist, pet shop, card shop, haberdashery shop and a gas/heating supplies store.

Slightly further afield from the site, but still within local range for walking and cycling, are the supermarkets Sainburys (along Rayleigh Road to the north east) and Aldi (along Church Road to the west).

Local Health Care

Healthcare services in the vicinity of the site include Cedar Hall Clinic along Hart Road and Thundersley Clinic at Kenneth Street (next to roundabout serving Hart Road and Church Road).



Site Location in relation to community facilities in the local area.

2. Site Context and Assessment

2.3 Community Facilities (cont'd)

Public House and Local Restaurants

The surrounding area has a plethora of eateries and pubs, particularly along Hart Road and Rayleigh Road. These include; the White Hart Pub, Woodmans Arms, several fish and chips and takeaway shops, cafes, an Indian restaurants and a lounge bar.

Employment

There is a significant amount of local employment opportunity available to residents of Thundersley, many of which lie within easy and convenient reach of the application site. The opportunities include but not limited to; Supermarkets, Barbers, Car Showrooms, Estate Agents, Architect practice, Hair and Beauty Salons, Accountants, Gyms, Physiotherapists and Opticians.

Several schools and a college are also in close proximity to the site along with a large retail/industrial park to the north east along Rayleigh Road, all of which provide additional employment opportunity to the local residents.

Public Open Space and Public Sports Facilities

Thundersley is served by a number of public open spaces. A green space and play area exists just a 150m west of the application site along Hart Road. Thundersley Common Park is located around 400m to the north along Common Lane, and Thundersley Glen located around 1.5km to the south west of the application site featuring a large wooded area off the A13.

Little Haven Nature Reserve and Valerie Wells Wood are located around 1.2km to the east of the site off of Daws Heath road.



Site Location in relation to community facilities in the local area.

2. Site Context and Assessment

2.4 Site Conditions and Features

Site Description and Use

The site measures approximately 1.7ha and is predominantly poor quality greenfield, located to the rear of existing residential development along Hart Road, with access provided off of Hart Road to the north of the site which will require the demolition of a detached house at 248 Hart Road.

The northern part of the site is in equestrian use, and contains stables and a manège towards the northern boundary, adjacent to the residential uses. The southern element of the site is designated a Local Wildlife Site. However, ecological assessment work has confirmed that the Site does not merit such designation. The accompanying Ecology Reports prepared by Open Spaces discusses the ecological value of the site in more detail. The site's southern, eastern and western boundaries are demarcated by trees and hedgerows, which provide a significant degree of containment.

Arboriculture and Ecology

A tree survey carried out across the site includes all existing trees and hedgerows growing both within the site and those growing on neighbouring land but may be impacted by the proposed development. The tree survey was carried out in accordance with British Standard: Trees in relation to design, demolition and constructions – Recommendations (BS 5837:2012).

The existing site supports a range of mostly degraded habitats associated with an urban/paddock landscape. The Habitat types include: modified grassland, bramble scrub, ditches, vegetated gardens, artificial unvegetated unsealed surfaces, developed land (sealed surfaces), native hedgerow and trees.

The site also encompasses part of a Local Wildlife Site (LWS) though the biodiversity interest of the part of the LWS in the Site appears to be limited to the western, and eastern boundaries and the southern boundary including the ditch line.

A Preliminary Ecological Appraisal (PEA) did not recommend any further detailed surveys but did recommend the following:

- Ecological Impact Assessment of the finalised landscape and ecological proposals to include a Biodiversity Net-gain Assessment.
- An invasive Species Management Plan to address the growth of Himalayan Balsam across the southern part of the site.
- A Biodiversity Management Plan to show how retained and proposed habitats across the site can maximise their biodiversity potential and contribute to biodiversity net-gain.
- A CEMP (Biodiversity) to manage residual construction risks of harm to retained habitat, nesting birds and badgers and reptiles.



2. Site Context and Assessment

2.4 Site Conditions and Features (cont'd)

Topography

A site-specific topographical survey has been provided and is included in Appendix A. The survey shows the site to have a general southerly fall from a high of 72.68m AOD along the boundary with Hart Road near the site entrance to a low of 67.65m AOD in the south east corner of the site near the Thundersley Brook.

Drainage and FRA

The site is identified as Flood Zone 1 on the Environment Agency's (EA) mapping. The identification would appear to be by default only, on the basis that no detailed assessment has been carried out due to the site's proximity away from Prittle Brook.

In the absence of fluvial modelling, Surface Water maps are often used to inform worst case flood extents. On review, the mapping shows an area to the south of the site as being a potential risk from such an event. However, the pattern of flooding shown is not consistent with the provided topographical survey. Given this there would be question marks of the validity of the data.

Given that the watercourse is not currently modelled in detail and the question marks around the accuracy of the surface water mapping, it was recommended that the existing level of risk to the site be confirmed through preparation of a baseline fluvial model. Hydrock has undertaken a rainfall modelling exercise to confirm that there is minimal risk to surface water flooding to the site from neighbouring land.

Access

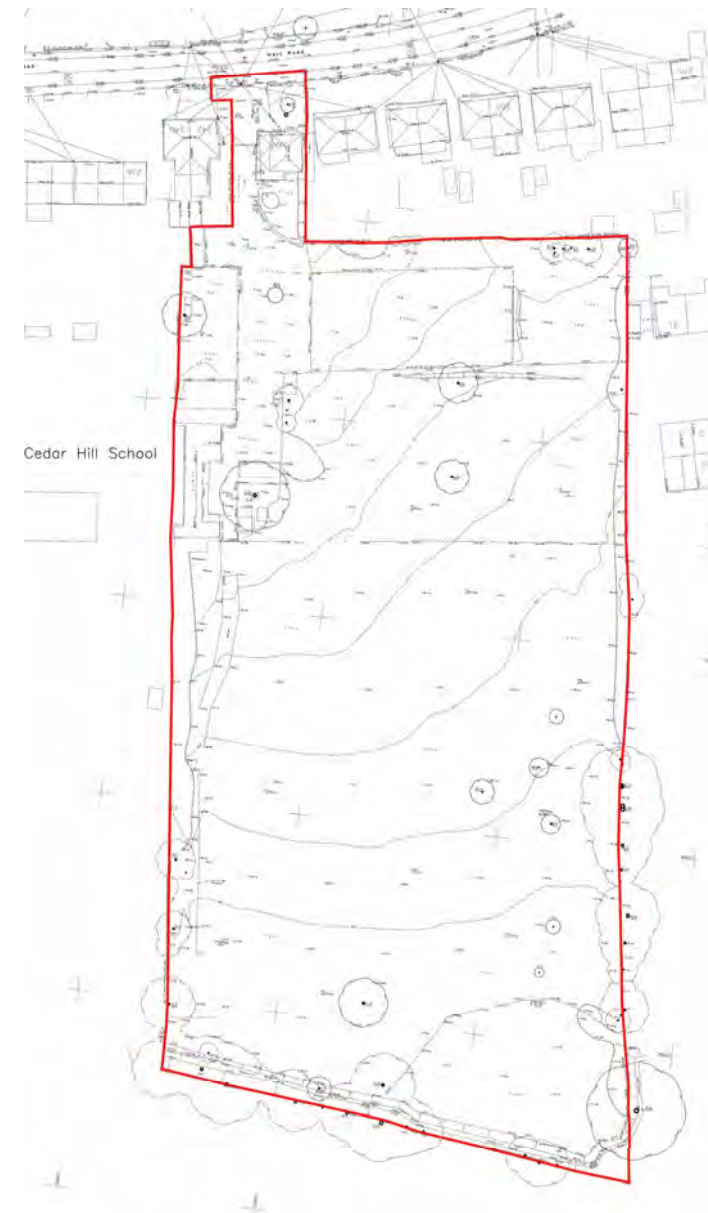
The application site is currently only accessible from Hart Road via a side gate to the dwelling 248 Hart Road. The existing dwelling will be demolished to make way for a new vehicular T-Junction and access road with footpaths that connect to those that exist along Hart Road.

Noise

The main source of noise on the application site would emanate from Hart Road via vehicular movement. However, the site is somewhat set back from the carriage way, behind an existing line of dwellings on the south side of Hart Road. Noise pollution is therefore considered to be fairly minimal.

The west boundary is adjacent to Cedar Hall School, which aside from peak drop off/pick up times, and at break times, would not be deemed to produce an extensive amount of noise.

The east and south boundaries are predominantly bounded by open fields and landscape features such as trees and hedges and therefore would not be deemed to provide noise disturbance.



Topographical Survey Plan

2. Site Context and Assessment

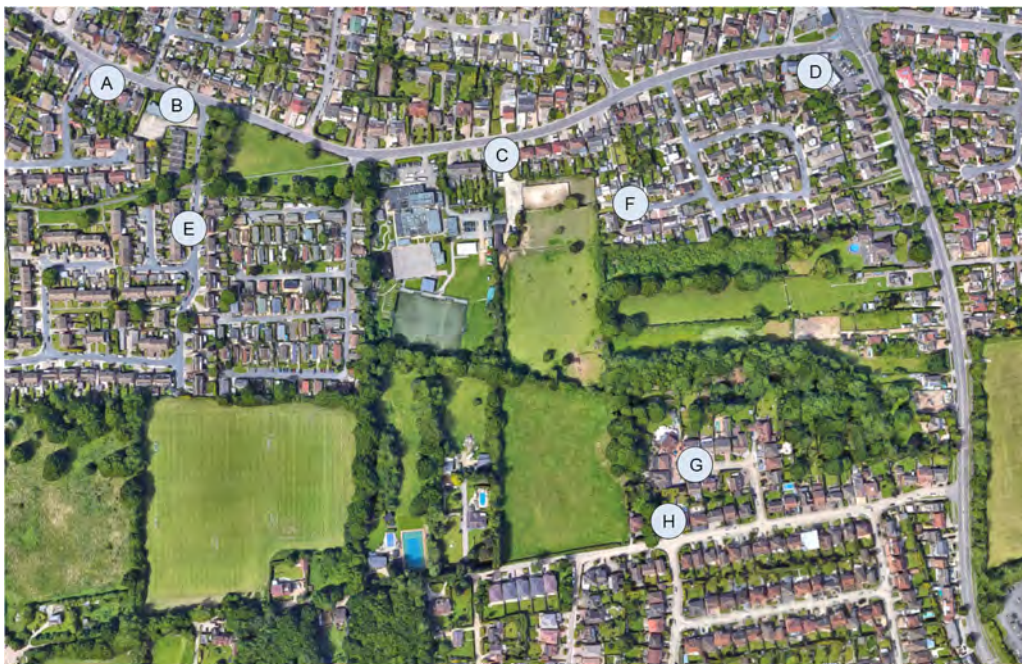
2.5 Surrounding Character Analysis

The application site itself predominantly lies to the rear of the existing residential dwellings that line the south side of Hart Road. Residential development is also located adjacent to the north east corner of the site, with a mixture of house types and styles ranging from bungalows to semi-detached houses of traditional style.

The architectural character along Hart Road is devoid of any real consistency or rhythm, aside from all being 'traditional' construction.

There is large mixture of scales ranging from one to three storey buildings, with various architectural features such as bays, porches and dormers. A variety of materials also exist including; brick, tile, timber cladding, render and pebble dashing, none of which really contribute to a particular vernacular.

In the wider context, there is little precedence to draw a particular "character of the area" from, with a further variety of styles and materiality.



Surrounding Character Photographs

2. Site Context and Assessment

2.6 Site History

The earliest maps of the area comprise small scale county maps, such as the Saxton map of 1576, which show little detail beyond the main settlements and the general landscape.

The earliest map which shows any detail around the Site is the Chapman and Andre map of Essex, published in 1777. This shows Hart Road, although it is not named, and the occasional buildings along it and other roads. Sawns Green lies to the east. There are no features shown in the Site area itself or along the roadside.

By 1896, the Ordnance Survey depicts the development of the 'plotlands' in the area; the large fields to the south and east of the Site can be seen to have been divided into regular plots, some of which had been laid to orchard. The Site however remained a single field, with the roadside undeveloped.

By 1955-6, increasing development can be seen along Hart Road. The Site itself however remained as largely a single field. Small outbuilding/s are depicted in its north-west, in the main field where the site access widens out. The houses along the roadside plots in the Site access and to its east were constructed in the 1950s/1960s and are shown on the 1962 map. Those to the west and the Cedar Hall School were built by 1972. There were no significant changes in the Site itself, other than the addition of occasional small, likely insubstantial, outbuildings.

Archaeological Walkover Survey

A walkover survey by the Archaeological Consultant was undertaken on 20 October 2021. The objective of the walkover survey was to identify historic landscape features not plotted on existing maps, together with other archaeological surface anomalies or artefact scatters, to assess the existence of constraints or areas of disturbance that may have impacted upon the predicted archaeological resource, and to assess any potential impacts on the setting of heritage assets within the Study Area. An Archaeological Desk-Based Assessment accompanies this application and should be read in conjunction.



OS Map 1883



OS Map 1925



OS Map 1973-1975

2. Site Context and Assessment

2.6 Site History

Historic Landscape Character

The Essex Thames Gateway Historic Environment Characterisation (ECC 2007) describes the Site as being in Historic Environment Character Zone “84.1 Thundersley”, whose character is recorded as:

Thundersley comprises a 20th century residential development, although a few buildings survive from the original dispersed settlement pattern. The historic landscape was originally defined by irregular rectilinear fields. The first half of the 20th century saw extensive plotland development, the boundaries of which largely respected the earlier field layout. Most of the plotlands were absorbed into residential developments in the late 20th century although some survive in the centre of the zone, together with secondary woodland. The centre of the zone also contains open school playing fields. (ECC 2007).

No recorded archaeological work has previously taken place within the boundaries of the Site.

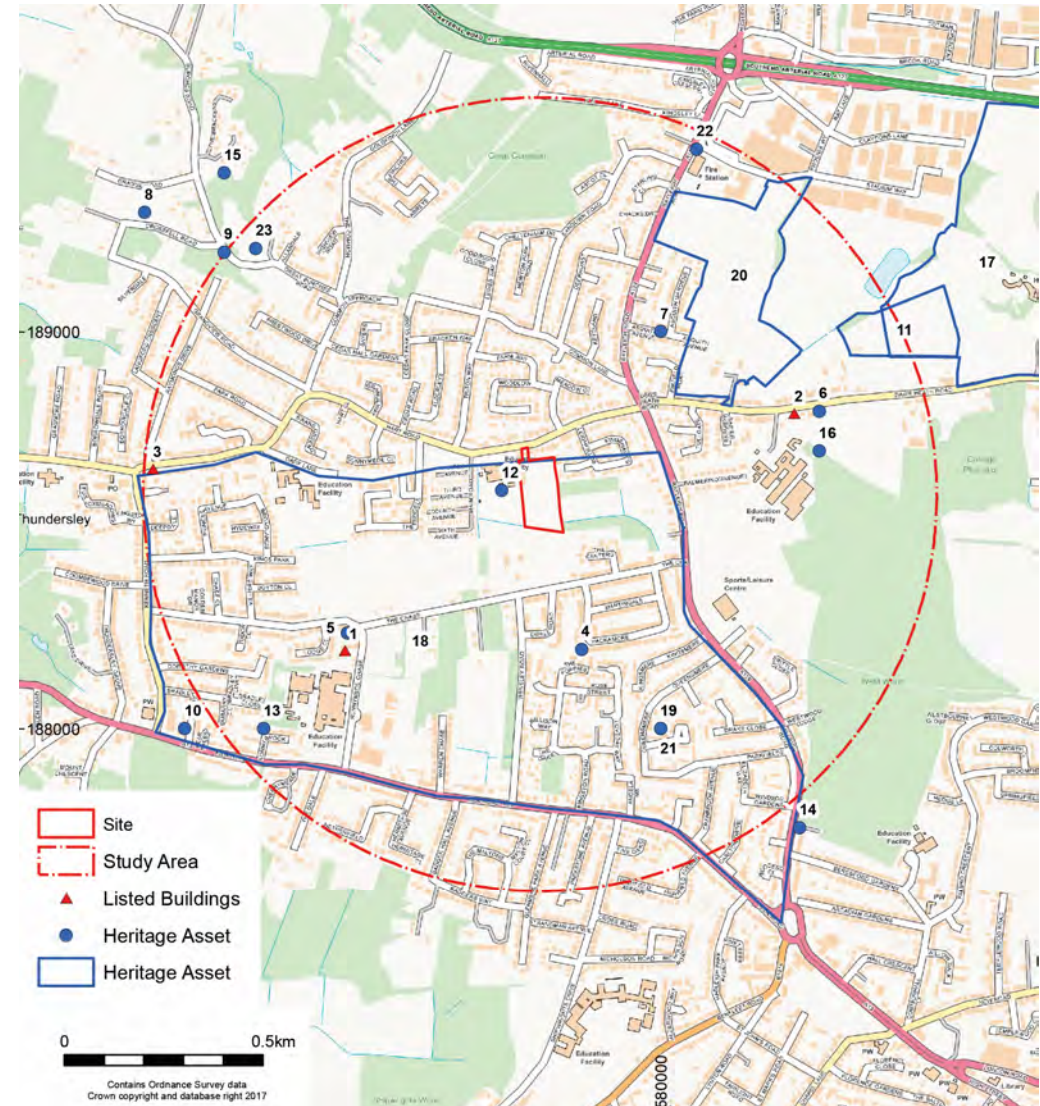
Designated Heritage Assets

There are no Listed Buildings within the Site and three within the wider Study Area; Thundersley Lodge (1), 96 and 98 Daws Heath Road (2) and 8 and 10 Hart Road (3). All are Grade II Listed and post-medieval in date, lie over 600m from the Site and are situated within areas of later (modern) residential development.

Thundersley Lodge is of 16th century and later date (List No 1123663). **96 and 98 Daws Heath Road** (List No 1170144) and **8 and 10 Hart Road** (List No 1337719) are of 18th/19th century date.

There are no examples of the following designated heritage assets within the Study Area: World Heritage Sites, Scheduled Monuments, Conservation Areas, Registered Historic Parks and Gardens, Registered Historic Battlefields or Protected Wrecks.

Period/Topic	Likelihood of remains being present (Low, Medium, High)	Importance (Low, Medium, High, Very High – See Table 1)
Early – Middle Prehistoric (Palaeolithic – Mesolithic)	Low	Low
Late Prehistoric (Neolithic, Bronze Age, Iron Age)	Low	Low
Roman	Low	Low
Early-Medieval	Low	Low
Medieval	Low	Low
Post-Medieval	High	Low



Local Listed and Heritage Assets

2.7 Constraints and Opportunities

Secondly, a foul sewer and its 8m easement runs east to west across the site, just north of the drainage ditch. The sewer and easements forms a conclusive limit to the extent of built form towards the south and creates a natural opportunity for the incorporation of open green space.



Constraints and Opportunities Plan

3. Planning Context

3.1 Planning Background & History

There is no relevant planning application history in respect of the Site. However, there is relevant history in respect of the Site and the plan-making process which is fully discussed within the accompanying Planning Statement with key points summarised below:

- The Site is on land designated as Green Belt in the Castle Point Local Plan 1998, but immediately adjoins the settlement boundary and land outside of the Green Belt.
- The Council is currently in the process of preparing a new Local Plan. As part of the preparation of a new Local Plan, a Draft Local Plan was published in 2014 which proposed the Site be safeguarded for the purposes of meeting housing needs beyond 2031.
- The Officer's report to Council on 15 January 2014 in respect of the Draft Local Plan stated: *"Due to the disconnection with the wider Green Belt...it is difficult to justify a Green Belt allocation [for the site], although this is currently shown."*
- Within the same report the justification for delaying development of the Site was questioned, where it was stated: *"The site could potentially be safeguarded for housing development beyond 2031; however given that this site is deliverable it would be difficult in planning terms to justify a delay to development on this site."*
- The Council subsequently embarked on the preparation of a revised version of the new Local Plan, culminating in a Pre-Submission (Regulation 19) Local Plan published for consultation on 16 December 2019. This iteration of the emerging Local Plan ('the eLP') proposes the Site be allocated for residential development as part of allocation HO20.
- The submitted version of the eLP also proposes the southern part of the Site be allocated as a Local Wildlife Site.
- Proposed Policy HO20 of the eLP states that the allocation of 28ha of land (of which the Site forms a part) should deliver up to 340 dwellings by 2033, and that it is expected that a masterplan approach will be taken to the site to ensure that development is "attractively designed, contributing to environmental quality, and that enough infrastructure is provided to support growth in this location".
- Proposed Policy HO20 further states that development of the allocation should result in a net gain in biodiversity, and the provision of greenways through the site, linking to the existing network of green infrastructure.
- The Pre-Submission Local Plan 2019 was submitted for examination on 2 October 2020. Examination hearing sessions took place in 2021.
- The Council received the Examination Inspector's Post Hearings Letter (document reference INSP/06) on 29 September 2021. This confirmed that, subject to main modifications, the eLP was likely to be capable of being found sound and legally compliant. The letter invited the Council to produce a consolidated list of main modifications, which will ultimately need to be consulted upon.
- The Post Hearings Letter also confirmed that, in short, the removal of the Site from the Green Belt and allocation for residential development as part of Policy HO20 was sound in principle. The key main modification required and highlighted in the letter was a need to increase the number of dwellings supported by Policy HO20 for the allocation from 340 to 'around' 430 homes.

3. Planning Context

3.2 Planning Policy

Relevant Policies and Government Guidance

The 1998 Local Plan is currently the adopted Local Plan for Castle Point. This identifies that the site is primarily allocated for Green Belt purposes. The following policies are of relevance:

National Policy Planning Framework (2021)

- Paragraphs: 2, 7-10, 11, 12, 14 - Introduction and achieving sustainable development
- Paragraphs 47, 49, 50, 54 - Decision making
- Paragraphs 61 - Delivering a sufficient supply of homes
- Paragraphs 92, 93, 98, 100 - Promoting healthy and safe communities
- Paragraphs 107, 108, 110 - Promoting sustainable transport
- Paragraphs 119, 120 - Making effective use of land
- Paragraphs 126, 130 - Achieving well designed places
- Paragraphs 137, 147-149 - Protecting Green Belt land
- Paragraphs 154, 162-165, 167 - Climate change, flooding and coastal change
- Paragraphs 174, 180, 183, 184, 186 - Conserving and enhancing the natural environment

Adopted Local Plan

- EC2 - Design
- EC3 - Residential Amenity
- EC4 - Pollution
- EC13 - Protection of Wildlife and their Habitats
- EC14 - Creation of new Wildlife Habitats
- EC22 - Retention of Trees Woodlands and Hedgerows
- H9 - New Housing Densities
- H10 - Mix of Development
- T8 - Car Parking Standards
- RE4 - Provision of Children's Playspace and Parks
- CF1 - Social and Physical Infrastructure and New Developments
- CF14 - Surface Water Disposal.

The New (Submitted) Local Plan

In October 2020, the Council submitted to the Planning Inspectorate its new Local Plan (2018-2033) for examination. The Plan sets out the Council's aims and objectives for the Borough over the 15 year period, and includes policies to support those ambitions.

The Plan has now progressed through the Hearing stage and the Council is beginning to give some weight to the policies contained within the Plan when determining planning applications. Different degrees of weight are being given to policies within the Plan depending on the level of objection received during the Regulation 19 consultation and the degree of consistency between the proposal and the SLP provisions.

Policies which will be given consideration, as appropriate, in this report are:

- SD1 - Making Effective Use of land
- SD2 - Development Contributions
- HO1 - Housing Strategy
- HO3 - Housing Mix
- HO4 - Securing More Affordable Housing
- HO20 - The Chase
- HS1 - Strategy for Healthy Communities
- HS3 - Opportunities for Outdoor recreation
- TP5 - Highway Impacts
- TP6 - Safe and Sustainable Access
- TP7 - Parking Provision
- DS1 - General Design Principles
- DS2 - Landscaping
- GB1 - Green Belt Strategy
- GB2 - New Development in the Green Belt
- CC1 - Responding to Climate Change
- CC3 - Non-Tidal Risk Management
- CC4 - Sustainable Buildings
- NE4 - Local Wildlife Sites
- NE5 - Ecologically Sensitive and Designated Sites
- NE6 - Protecting and Enhancing the Landscape and Landscape Features
- NE7 - Pollution Control
- NE8 - Contamination
- NE10 - Ensuring Capacity at Water Recycling Centres

3. Planning Context

3.2 Planning Policy (cont'd)

Residential Design Guide

Although the current local plan is out of date, there is a useful guidance document adopted in 2013 titled Residential Design Guidance Supplementary Planning Document (Castle Point Borough Council, 2013). The document is included within the documentation submitted for the new local plan.

The Residential Design Guidance (RDG) aims to produce a higher standard of residential development throughout the Borough.

The following are the RDG standards appropriate to this application:

RDG1 - Plot Size - These should be in line with the prevailing plot sizes within the area.

RDG2 - Space Around Dwellings - should be in line with the distinct character of the area. If there is no distinct character, a space equivalent of 25% of the width should be provided, except where the proposed site is located adjacent to large areas of public open space.

RDG3 - Building Lines - These should be consistent with the local area, but with emphasis on strong building lines that make a positive contribution to the street and public realm.

RDG4 - Corner Plots - Corner plot buildings should be designed to turn corners. All elevations that face the public realm must be provided with articulation and fenestration at all floor levels, and should provide good levels of natural surveillance. Blank elevations in these locations are unlikely to be acceptable.

RDG5 - Privacy - Windows between dwellings should be at least 9m apart on the first floor, 15m apart on the second floor and 18m on third floor and above. If the design of the development does not result in direct views between windows, smaller distances will be considered.

RDG6 - Amenity Space - All residential development should have at least 5 sqm of amenity space per habitable room. Where three or less habitable rooms are provided, the minimum amenity space should be 50 sqm. where balconies are to be considered amenity space they should be at least 1.5m in depth and have a useable floor area of at least 5 sqm.

RDG7 - Roof Development - The roof should not be overly dominant compared to the rest of the building, and dormers should not overly dominate the roof.

RDG8 - Proportioned Development - Requires the design of all development to result in well-proportioned and balanced properties.

RDG9 - Energy Efficiency - Concerns the achievement of energy and water efficiency and renewable energy. Limited information on such provision have yet been provided. The developer will be expected to have regard to the requirements of RDG9 in the preparation of applications.

RDG10 - Enclosure and Boundary Treatment - Public and private space should be clearly defined by either a form of physical means of enclosure or a change in material. The means of enclosure should be informed by the character of the area and should not be allowed to overly dominate.

RDG11 - Landscaping - All schemes should be provided with soft and /or hard landscaping to a specified scheme.

RDG12 - Parking & Access - Parking should not be allowed to dominate the street scene, should be located to allow natural surveillance, and be sized to the Essex Parking Standards. (Essex County Council, 2009). i.e. 2.9m x 5.5m. perpendicular and 2 x 6m parallel. Provision should be one space for every 1bed dwelling and 2 spaces for a every 2bed dwelling and above. Visitor parking should be provided at 25% of the total. Integral garages are encouraged.

RDG13 - Refuse and Recycling Storage - All dwellings should be provided with appropriate refuse and recycling facilities which can be free standing (designed as part of the streetscape) or part of the dwelling (fully incorporated in the design).

3. Planning Context

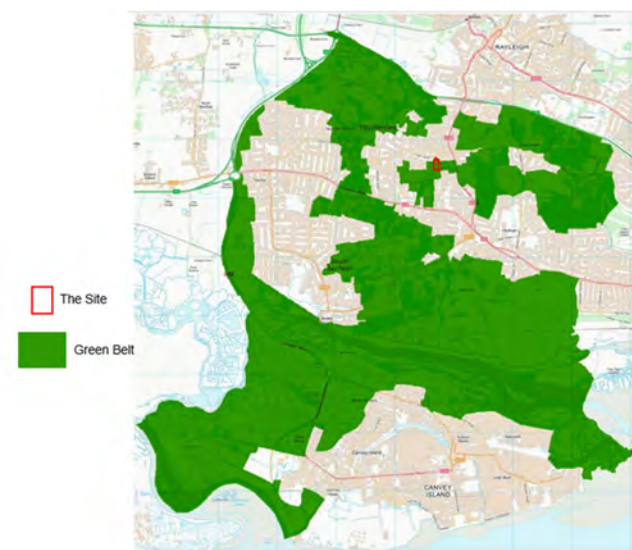
3.3 Planning Justification

The proposed residential development of the Site, given its current Green Belt status, is inappropriate by definition. The NPPF makes clear (paragraph 147) that development considered inappropriate in the Green Belt may still be permitted, provided there are very special circumstances that outweigh any harm which justify the grant of planning permission.

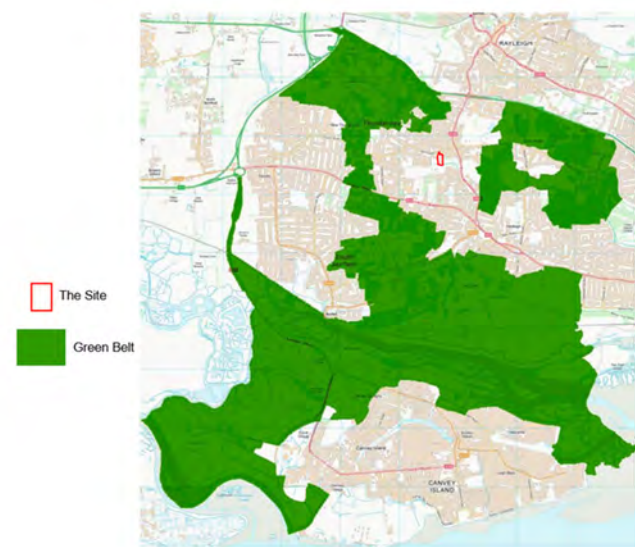
'Very special circumstances' is not defined in national policy or guidance. There is, however, case law which assists in the consideration of this issue, as discussed further below.

There are a number of factors relevant to the consideration of the proposed development and whether very special circumstances apply, these are summarised below and discussed in greater detail within the accompanying Planning Statement prepared by Strutt & Parker.

- The Borough's extreme housing land supply shortage (which is vastly short of the five-year requirement) and poor recent housing delivery record, and the proposed development's contribution to addressing this.
- The significant affordable housing need in the Borough and the inability of either the emerging Local Plan or the current Local Plan to meet this in full, together with the contribution the proposed development would make to meeting this need beyond that of a typical development of a site in the Borough.
- The inability to meet development needs in the Borough without development on some land currently designated as Green Belt.
- The Site's evident lack of contribution to the purposes of the Green Belt, as confirmed by the Council's Green Belt Review.
- The Council's Local Plan evidence base suggests the site is suitable for development and should be released from the Green Belt.
- The proposed development would be built to a very high environmental standard anticipating to achieve EPC A on all homes and will be delivered at speed using off-site modular manufacturing



Site in relation to the currently designated Green Belt land



Site in relation to the proposed Green Belt land within emerging Local Plan

3. Planning Context

3.4 Planning Precedents

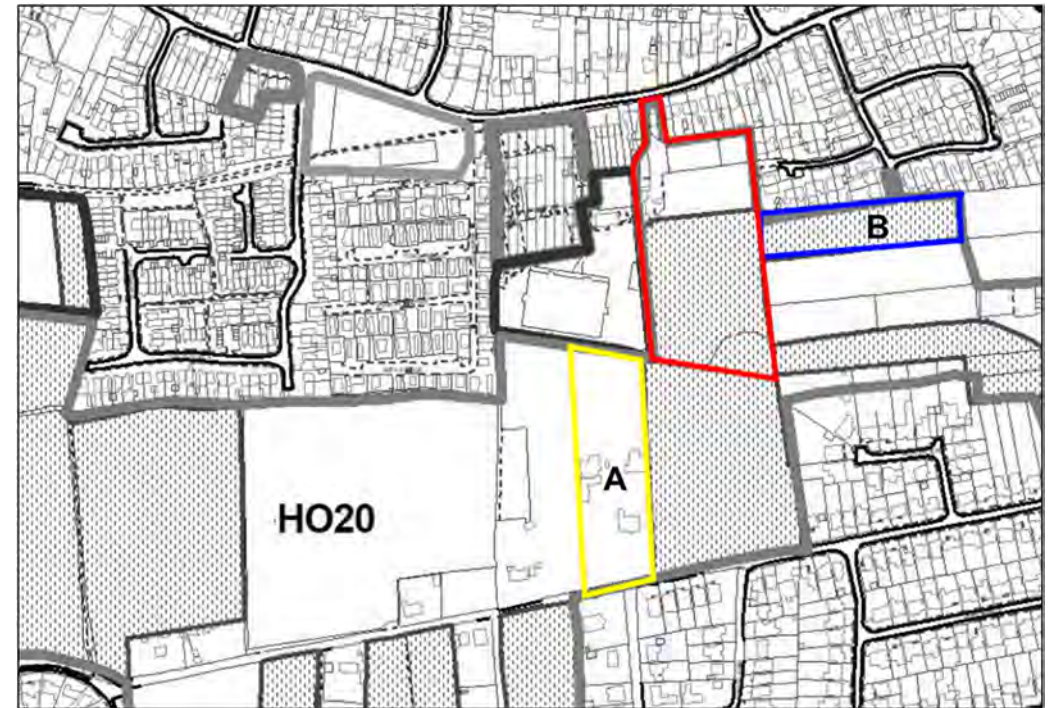
The proposed development site off Hart Road is one of several parcels now coming forward within the draft HO20 allocation within the emerging Local Plan. Two such applications are listed below.

A - Chase Nurseries, The Chase, Thundersley, Benfleet, Essex

19/0549/FUL - Demolition of existing buildings and erection of nineteen houses with access, landscaping and ancillary works. – **Approved**

B - Land Rear Of 301 Rayleigh Road

20/0671/OUT - Proposed development of 14 dwellings and new estate road. - **Pending Consideration**



Extract of the LPA Policy Map indicating the application site and adjacent recent planning applications



A – Site layout of Application ref: 19/0549/FUL



B – Site layout of Application ref: 20/0671/OUT

3. Planning Context

3.4 Planning Precedents (Colney Heath Development)

6/2020/2248/OUTLINE - Roundhouse Farm, Land Off Bullens Green Lane, Colney Heath

The erection of up to 100 dwellings, including 45% affordable and 10% self build, together with all ancillary works (All matters reserved except access)

The application was refused planning permission under delegated powers for the following reasons:

1. The location of the development is unsuitable for the proposed development as it would fail to provide satisfactory access to services and facilities by means other than the private motor car and fail to demonstrate that the capacity of existing and potential infrastructure would absorb a development of this scale.
2. The proposal would represent inappropriate development in the Green Belt. It would also result in a material loss of Green Belt openness and conflict with two purposes of including land in the Green Belt as it would fail to assist the countryside from encroachment and fail to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. Very special circumstances do not exist to clearly outweigh this harm.
3. The application has failed to demonstrate that the proposal would not result in an unacceptable impact on highway safety and the residual cumulative impacts on the road network would not be severe. In addition, the application has failed to demonstrate that it would allow for the efficient delivery of goods, and access by service and emergency vehicles. The proposal also fails to demonstrate that priority is given first to pedestrian movements and that access to public transport is appropriately facilitated.
4. The proposed development would severely detract from the character of the site and its area. It would urbanise the site and the character of the area, be a visually intrusive development within open countryside and fail to converse local landscape character.
5. The development would cause 'less than substantial' harm to the significance of a Grade II listed building adjoining the site (68 Roestock Lane) and the public benefits of the proposal would not outweigh this harm.
6. Insufficient information has been submitted to enable the local planning authority to assess the impacts of the development on biodiversity.
7. Insufficient information has been submitted to determine whether remains of archaeological importance are likely to be present at the site.
8. The applicant has failed to satisfy the sustainability aims of the plan and to secure the proper planning of the area by failing to ensure that the development proposed would provide a sustainable form of development in mitigating the impact on local infrastructure and services which directly relate to the proposal and which is necessary for the grant of planning permission.



Illustrative Master Plan for development at Bullens Green lane, Colney Heath

3. Planning Context

3.4 Planning Precedents (Colney Heath Development)

6/2020/2248/OUTLINE - Roundhouse Farm, Land Off Bullens Green Lane, Colney Heath

The erection of up to 100 dwellings, including 45% affordable and 10% self build, together with all ancillary works (All matters reserved except access)

The application was subsequently approved by the Planning Inspector at appeal for the following reasons:

"The proposals would cause harm by reason of inappropriateness and harm to openness. Both of these attract substantial weight. I have also attached moderate weight to harm to the character and appearance of the area. However, these appeals involves two local authority areas, both of which have acute housing delivery shortages and acute affordable housing need.

The proposals would make a contribution towards addressing these needs in the form of market, self build and affordable housing in both WHBC and SADC. I have attached very substantial weight to the provision of both market housing and affordable housing. I have attached substantial weight to the provision of self build housing. These factors, when considered collectively demonstrate that very special circumstances do exist.

I find that the other considerations in this case clearly outweigh the harm that I have identified. Looking at the case as a whole, very special circumstances do exist to justify inappropriate development in the Green Belt."



Illustrative Master Plan for development at Bullens Green lane, Colney Heath

3. Planning Context

3.4 Planning Precedents (Codicote Development)

18/02722/FP - Land South Of Heath Lane Codicote Hertfordshire SG4 8YL

Residential development of 167 dwellings (Use Class C3) and associated works including formal open space, internal road network, landscape enhancement and creation of accesses from Heath Lane and St Albans Road

The application was recommended for approval by Officers. However when it came before committee members resolved to refuse planning permission for the following reasons:

1. *The application site is within an area designated in the North Hertfordshire District Local Plan no.2 with Alterations as Green Belt, within which there is a presumption against inappropriate development, such as that proposed, unless very special circumstances can be demonstrated...*
2. *In the opinion of the Local Planning Authority, the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area. The proposed development and the cumulative effect of other proposed land allocations in this locality, would be so significant, that to grant planning permission would undermine the plan making process...*
3. *At the time of determination the planning application, the subject of this decision notice, has not been accompanied by a valid legal undertaking (in the form of a completed S106 Obligation) securing the provision of the requisite infrastructure and financial contributions towards off site infrastructure or on site affordable housing...*

The application was subsequently approved by the Planning Inspector at appeal for the following reasons:

"As inappropriate development the appeal scheme would constitute definitional harm. Built development of the scale and form proposed would incur moderate-significant harm to the openness of the Green Belt, and moderate harm through encroachment. There would also be a range of other, more limited non-Green Belt harms as identified, including limited-moderate harm to the landscape, and to heritage assets.

Against that, the circumstances of this application are quite extreme. The context is of a critically inadequate and deteriorating 5YLHS set against pressing housing needs, no recent local provision of affordable housing.... Such circumstances are acute and highly compelling. The proposal would make a very significant contribution in all those regards and would be accompanied by high quality mitigation to help offset and minimise the visual implications of additional built form.

Accordingly, such very special circumstances mean the proposal would not conflict with Policy 2 of the Local Plan. Further, given the existence of very special circumstances, it follows that the application of the Framework's Green Belt policies does not provide a clear reason for refusing planning permission."



Illustrative Master Plan for development at Heath Lane, Codicote

4. Consultation

4.1 Pre-Application Advice

Pre-application advice was sought from Castlepoint BC, with a meeting held on 8th September 2021. A summary of the meeting was drafted by the Planning Officer following the meeting and provided to the client for reference. The key points of the summary can be found below:

Pre-Application Advice Comments and Responses	
Issue or suggestion raised	Application/Team Response
At the present time there appears little integration within the submissions other than a pedestrian link to the south and the identification of potential pedestrian access to the east	<p>2no. Spur roads providing possible vehicle access to HO20 masterplan land to the east. A pedestrian link is indicated to the south boundary, providing possible access to the HO20 masterplan land to the south. A pedestrian link could be provided to the north east of the site towards the existing Greenleas area.</p> <p>All of the above is subject to land ownership and clarification, and the client has not been party to any discussions in the respect of potential for these sites/links.</p>
<p>The applicant has submitted a Preliminary Ecological Assessment (PEA) which seeks to identify that whilst approximately half of the site is currently identified as a Local Wildlife site, this status is unwarranted and that the majority of the site has little ecological value due to past management regimes (grazing).</p> <p>It is noted however that surveys of the site were undertaken in November, a suboptimal time of year for ecological assessment</p>	<p>Although the optimal time to carry out a PEA is from April to September, a PEA can be carried out at any time of year. The PEA has identified that no further surveys are required as it did not identify any protected species on site.</p> <p>In any event, the PEA describes the site conditions and makes the point that after many years of the site being used as horse paddocks, the ecology has been degraded.</p>
Maintain the opportunity for Badger foraging and connectivity with other areas of ecological land within the wider development area.	The boundaries are to remain in their existing condition. The same level of connectivity into/out of the same will exist once the development is completed.
It is unclear how the watercourse present on the southern boundary of the site is to be dealt with.	A full FRA and Drainage strategy has been produced following pre-app submission and accompanies this planning application, which investigates current watercourse conditions, any issues and a suitable strategy of mitigation proposed where necessary.
There is no clear demonstration within the submitted layout that adequate consideration has been given to ecology or Biodiversity Net Gain on site. This needs to be addressed.	Refer to the submitted landscape plans, Biodiversity Management Plan, Ecological Impact Assessment with Biodiversity Net Gain calculations, CEMP.
No consideration appears to have been given to the impact of the proposed development on European designated sites	It has been agreed that the applicant will be willing to make the necessary contribution per net new dwelling, as per the requirements of the Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) for the Essex Coast.

4. Consultation

4.1 Pre-Application Advice (cont'd)

Pre-Application Advice Comments and Responses	
Issue or suggestion raised	Application/Team Response
Lack of Arcadian design approach	<p>RDG1 (Plot Size), RDG2 (Space Around Dwellings) and RDG3 (Building Lines) conflict with the "Arcadian" design approach in that they suggest that development should be in line with the distinct character of the area and its built form. In this respect, the design and layout of the proposed development, takes direct precedents from the residential developments located directly to the north, east and beyond Cedar Hall School to the west, with similar built form lines spacings and plot sizes.</p> <p>Whilst the development doesn't take an Arcadian approach overall, it does consider the landscape nature of the site, and looks to retain and enhance the verdant and ecological important features of the site, to increase biodiversity value and create an attractive, open space environment for future users of the site.</p> <p>The local plan suggests that the Arcadian design approach is most suitable for sites with a significant density of mature trees and hedges. The application site wouldn't appear to fit this criteria with any significant trees or hedges limited to the boundaries, all of which have been fully considered.</p>
The SHMA indicates that 11% of Affordable Housing should be one bedroomed properties, 32% should be 2 bedroomed properties and 57% should be 3 and 4 bedroomed properties.	The proposed development will provide a 100% affordable scheme, in an area with a critical need for 2 and 3 bedroom homes in particular. To this end, the development as part of this application will make a valuable contribution to this need with 57% Two Beds and 43% Three beds, and a clear benefit to the local community.
The site is located in Flood Zone 1 and within Critical Drainage Area 3	A surface water runoff exercise has shown that whilst the southern portion of the site is still indicated to be at an increased risk of surface water flooding, extents and depths are predicted to be significantly reduced when compared to current EA mapping with the Thundersley Brook channel shown to help with draining the site. As such the site is concluded to be at low risk of flooding from surface water.
There is a need to examine the implications of such provision on flood risk both upstream and downstream of the proposal site	Hydrock have identified the course of the ditch both up and down stream and modelled capacity and provided commentary on flood both on site and off it. See the accompanying FRA for detailed input.
Any proposal must be accompanied by surface water and foul drainage strategies and it is expected that financial contributions towards improvements to Prittle Brook will be required	A full FRA and Drainage strategy has been produced following pre-app submission and accompanies this planning application, which investigates current watercourse conditions, any issues and a suitable strategy of mitigation proposed where necessary. Financial contributions can be secured through S106 agreements where required.
Development should be in accordance with Castlepoint's Residential Design Guide. (see earlier Planning Policy section 2.4)	The Residential Design Guide has been considered at all stages of design and implemented into the proposed development as appropriate.

4. Consultation

4.2 Community Involvement

Legal & General Affordable Homes (LGAH) have consulted the local community with regards to developing the at Hart Road, Thundersley on its proposals to deliver a 100% affordable housing scheme with 46 new homes, including 26 two-bedroom houses and 20 three-bedroom houses.

A community consultation was held between Friday 29th October 2021 and Monday 22nd November 2021. The consultation utilised digital solutions to maximise community engagement and accessibility, including creating a dedicated project website, a virtual public exhibition, digital feedback form, and invitations to virtual meetings for key stakeholders. This approach ensured the local community had an opportunity to consider the proposals and provide feedback.

The invitation newsletter was sent to 1,065 households and businesses surrounding the site to provide them with information about the proposals, how to access the virtual public exhibition, and ways to contact the project team.

The virtual public exhibition was hosted on the dedicated project website, providing detailed information regarding the proposals alongside an online feedback form so that people could view the plans and provide feedback

LGAH also held dedicated briefing sessions with the ward members for Cedar Hall ward as well as the Chair of the Planning Committee (CPBC). This meeting and the overall engagement strategy were agreed with CPBC officers, who were consulted ahead of the consultation. At all points and via all engagement channels, residents and stakeholders were encouraged and advised to provide feedback on the proposals.

LGAH received 194 feedback responses during the formal consultation period: 154 via the website and 40 via posted reply card. We also received questions and comments from 15 individuals via the dedicated project email address, but these did not address the feedback questions directly, as outlined in the Feedback section of this report.

These responses have been carefully reviewed by the project team. The main comments raised by the local community have been addressed within the Statement of Community Involvement document and the wider material submitted as part of this planning application.



Distribution area for the community newsletter

4. Consultation

4.2 Community Involvement (cont'd)

Land at Hart Road, Thunderley – Legal & General Affordable Homes Welcome to our public exhibition



Land at Hart Road, Thunderley

Welcome to the virtual public exhibition for our proposals for the Land at Hart Road, Thunderley. The Land at Hart Road was allocated in the draft Local Plan as part of the wider H202 allocation, which will deliver over 300 homes in total. Legal & General Affordable Homes (LGAH) has purchased the site at Hart Lane which forms part of the H202 allocation. LGAH is proposing 47 new affordable homes for shared ownership, affordable rent together with new landscaped spaces, a wildlife corridor, play space, and pedestrian routes. LGAH is committed to consulting with the local community on their proposals. We are keen to hear the views of the community before we submit an application to Castle Point Borough Council.

In this virtual exhibition you will find out more information about our proposals for the site, including access to the site, our additional landscaping, drainage and the new homes that are to be provided. Please take a moment to review the information presented and complete a feedback form to let us know your views. Please note the deadline for feedback is on Monday 22nd November at 11.59pm.

If you have any questions, or require technical assistance, you can contact the project team on 0800 280 7040 or feedback@consultation-online.co.uk

About LGAH

LGAH is seeking the secure shortage of affordable homes within the UK. At LGAH our vision is for everyone to have a great quality, environmentally sustainable and affordable home from which to build their future. As part of the Legal & General Group, LGAH works with local authorities, housing associations and developer partners across the country targeting the delivery of new 3,000 affordable new homes a year. The shortage of housing in the UK, and high deposits required to buy a property outright, mean many people can't afford a new home. LGAH's mission is to significantly increase the supply, design quality and choice of affordable homes by signposting home people's needs by offering opportunities to that everyone who wants to own a home can. LGAH works with local authorities, housing associations, and developers across the country to deliver over 3,000 affordable new homes a year. For LGAH, it is more than just houses, it is about providing sustainable new communities and making a real difference to the quality of affordable homes available in the UK.



LGAH includes homes design

Open space and ecology



Land at Hart Road, Thunderley

Open space

LGAH has sensitively developed our proposals to be built around the existing landscape features, as well as existing provision green space to help mitigate the loss of green field. We are proposing to provide a range of public open spaces and play areas which will include:

- A wildlife meadow
- Native tree and shrub planting
- Natural type playground
- Landscaped areas along the entrance to the site
- A full hard and soft landscaping scheme, which will identify the site, species, and number of planting and future care required

Tree planting will be visible throughout the site, with the most significant trees to be planted in the south-east corner of the development adjacent to the site entrance. The new homes will be built in a way that will not impact on the existing trees.

Ecology

An Ecological Appraisal has determined that our development poses low to no potential for ecological harm. The ecological developments and opportunities identified in this report will aim to generate a 10% biodiversity net gain on site.

The landscaping of the site will complement existing vegetation and ecology within and around the site. We have retained existing plant species, trees, and areas to create a new green landscape area. Our landscaping management plan will include a planting regime and aftercare plan for the new planting.

The development will include features and plants that are suitable to the location and total conditions. They will incorporate drainage systems, to manage surface water on site, which will be appropriately designed by a drainage consultant.

The maintenance and management of landscaping areas will be set out in a landscaping scheme and will be secured through the planning process.

Land at Hart Road, Thunderley

Site Location and Planning History



Land at Hart Road, Thunderley

The Site
The site is located within the town of Thunderley, to the east of Cedar Hill school and north of Greenfields. The site is a sustainable location with access to Hart Road and existing local amenities within the neighbourhood area, including a school, a surgery, public house, primary and secondary schools, and a community hall.

Planning History
LGAH has acquired an interest in the 1.1ha site, including Hart Road, and submitted a pre-application in September 2021, which outlined their aims of development. In the pre-application, LGAH stated they will provide 47 affordable dwellings, in addition to 100% biodiversity net gain, and a 10% Shared Ownership and 50% Affordable Rent.

Site Location
The site is located within the town of Thunderley, to the east of Cedar Hill school and north of Greenfields. The site is a sustainable location with access to Hart Road and existing local amenities within the neighbourhood area, including a school, a surgery, public house, primary and secondary schools, and a community hall.

Site Location
The site is located within the town of Thunderley, to the east of Cedar Hill school and north of Greenfields. The site is a sustainable location with access to Hart Road and existing local amenities within the neighbourhood area, including a school, a surgery, public house, primary and secondary schools, and a community hall.

Currently, Castle Point BC does not have an up-to-date adopted Local Plan and is unable to demonstrate a 5-year housing land supply. The National Planning Policy Framework (NPPF) permits development of Green Belt sites if the applicant is able to demonstrate 'Very Special Circumstances' (VSC), which can include delivering homes, particularly affordable homes, in areas where there is no demonstrable 5-year housing land supply.

Castle Point BC's emerging Local Plan is seeking to demonstrate a 5-year land supply by allocating sites within the Borough for housing. Allocation H202 of the emerging Local Plan has allocated The Chase, Thunderley for residential development. Castle Point BC submitted the draft Castle Point Local Plan 2019-2033 to the Secretary of State on 2 October 2020 for examination. The Planning Inspector has been examining the Plan and will be issuing his final response in the coming weeks. The Land at Hart Road was allocated in the draft Local Plan as part of the wider H202 allocation, which will deliver over 300 homes in total.

The map below indicates allocation H202 in the draft Local Plan with the associated key.



Land at Hart Road, Thunderley

Areas numbered are defined as:

1. Areas removed from Green Belt as a consequence of the allocation H202 and retained for educational purposes
2. Areas removed from Green Belt as a consequence of the allocation H202 and retained as existing residential
3. Areas removed from Green Belt and designated along Hart Road A129 further to the site

Access and Connectivity



Land at Hart Road, Thunderley

Access and Connectivity

Access to the site is provided off Hart Road to the north of the site which will require the demolition of a detached house at 245 Hart Road.

Car parking will be set out between the houses along the front of the new homes. The driveway will be broken up with landscaped verges and green borders.

The potential for a pedestrian link will be incorporated into the scheme and landscape design, allowing connectivity through to the south of the site, and into the wider Thunderley area.

Cycle and pedestrian links

LGAH is providing cycle and pedestrian pathways throughout the development to encourage greater travel in and out of the site. These will be a fully surfaced road structure to ensure safety for those travelling via bicycle. Rear gardens have street access which allows bikes to be stored in sheds.

Parking

Car parking will be provided in line with Essex County Council standards. When 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

104 resident spaces

10 visitor spaces

All houses will be provided with off-street parking where possible. Essex County Council do not yet have a policy in place for Electric Vehicle (EV) charging facilities, but LGAH is looking to provide this across the development.

Where parking is on-street, tree planting will separate spaces per dwelling to provide a break in the landscaping.

Our Proposals



Land at Hart Road, Thunderley

Our Proposals
LGAH's proposals comprise of:

- A response to the acute housing land supply shortage through 47 new, 100% affordable homes, estimated at a 70% Shared Ownership and 30% Affordable Rent.
- A pedestrian link (A129) connected to the local community.
- 2 parking spaces per 2- and 3-bed homes.
- A mixture of house types including 1, 2 & 3 bedroom homes, providing housing options for a wide range of residents.
- Enhancement to existing habitats and introduction of new habitats through the provision of new landscaping and ecological areas.
- New sustainable drainage systems (SuDS), including an attenuation pond to reduce risk of flooding and encourage new wildlife.
- Homes will have high-quality exterior design, including active gardens and sustainable streets. All homes designed to Historically Designed Space Standards.

Sustainability

LGAH is committed to reducing carbon emissions and is helping their residents achieve the same:



Land at Hart Road, Thunderley

Biodiversity

While the site is classified as Green Belt, it is currently of a low ecological value and not suitable for full potential. Our proposals will deliver an expected 10% net gain in biodiversity through new landscaping as well as the planting of trees, flowers and grasses.

Sustainable Construction

Homes will be well insulated, reducing energy demand, lowering emissions, and helping the UK achieve its goal of carbon neutrality by 2050. All Source Heat pumps will be introduced where achievable to provide sustainable heating solutions.

Local materials will be utilised where possible and local employment opportunities offered both during construction and design stages, including some of the consultants used, contributing to the local economy.

Sustainable Travel

The site location is perfectly placed to encourage sustainable travel. Within a 5-minute walk, residents will have access to six public bus routes, connecting them to Rayleigh, Shoebury, Canvey Island and Southend.

Access to London Underground is only an hour away with direct train services from Southend and Rayleigh to London.

EV charging points will be provided on site, helping support fully-electric sustainable travel.

Housing design

The scheme will provide 47 high-quality, sustainable, homes, with an attractive street scene to create a strong sense of place and community. The design will ensure the development complements the existing community of Thunderley and utilises high-quality materials to create homes built to last. We are proposing a range of public and staggered dwellings of up to 3-bedroom properties, a mixture of detached, semi-detached, and small terraces, a variety of brick blends, and variation of grey tones – creating an easily identifiable but varied development. All dwellings will be designed to have level access to their principal entrances where entrances are fronted up to face the access road (resulting from a high level of natural surveillance provided by the landscaped street this runs through the development).



Land at Hart Road, Thunderley

Summary of benefits and next steps

- 100% affordable homes with a mixture of property sizes from 1 to 3 bedrooms and 100% Shared Ownership and 30% Affordable Rent.
- 10% net biodiversity net gain, which will enhance an under-used site.
- Effective response to Castle Point BC's acute housing and supply shortage through 47 new, 100% affordable homes, estimated at a 70% Shared Ownership and 30% Affordable Rent.
- 10% net biodiversity net gain, which will enhance an under-used site.
- Enhancement to existing habitats and introduction of new habitats through the provision of new landscaping and ecological areas.
- Conservation of local and wild landscaping, including a wildlife meadow and native tree and shrub planting.
- All dwellings are designed to exceed Historically Designed Space Standards.
- Sustainable drainage systems to reduce flooding risks and create new habitats.

Thank you for taking the time to visit our virtual public consultation regarding our proposals for the land at Hart Road. We value your feedback and welcome any thoughts you have on our plans. Please take a moment to provide feedback using the feedback tab of the website and let us know your thoughts on the on-site proposals. Please note that the deadline for feedback on the proposals is Monday 22nd November 2021 at 11.59pm. If you have any questions, please do not hesitate to contact us on 0800 280 7040 or feedback@consultation-online.co.uk



Land at Hart Road, Thunderley

Next steps

- The proposals will continue to be developed over the coming months, along with supporting technical reports. We will continue to engage with the community, Castle Point BC and other stakeholders regarding the development of the site.
- November / December 2021 - Planning Submission
- February / March 2022 - Determination and Pre-Commencement
- December 2021 - April 2022 - Technical Design
- May 2022 - Contractor Mobilisation

4. Design Proposal

4.1 Overview

This Full Planning application seeks approval for Access, Layout, Scale, Appearance and Landscaping and considers all aspects of the site constraints, opportunities and its surroundings, providing a high quality, deliverable development that responds positively to its setting.

It indicates a development of up to 46no. residential dwellings, split between two and three bedroom houses, with associated car parking, private gardens and open green space.

After evaluating the Constraints & Opportunities, the key design principles are cited below;

- Vehicular access taken from Hart Road via the demolished 248 Hart Road dwelling.
- Large area of open space to the south of the site to retain and enhance the attenuation pond and associated ecology.
- Dwellings set away from east, west and south boundaries to retain and enhance existing landscape features.
- Dwellings to front areas of open/play spaces particularly to the south of the site to provide overall good levels of natural surveillance throughout.
- Dwellings to address the new access road and to provide a focal feature upon entrance.
- Dwellings to back onto the existing dwellings fronting Hart Road to provide sufficient separation and to respect the private amenity of adjoining dwellings.
- The proposed movement network has been designed to create a more definitive road hierarchy, with the use of varying road types (eg. Streets, shared surface streets, shared private drives, etc.) and surface materials helps to improve legibility and create visual interest throughout the site.
- Various areas of open space are intended to form local areas that help to break up and soften the development but also help to incorporate amenity space that connects with the wide open spaces proposed to the periphery of site.
- Improved pedestrian access into and through the site, allowing permeability to the wider master planned (HO20) sites.
- Proposed planting structure is formed by hedgerows and shrubs and is designed to strengthen the street scene whilst also softening the frontage of the new properties and creating a clear boundary between public and private realm.
- Incorporation of sustainable design features including (but not limited to); modular methods of construction, improved building fabric, energy sources such as PVs and ASHP, SUDs and electric vehicle charging points.



Proposed Site Layout Plan

4. Design Proposal

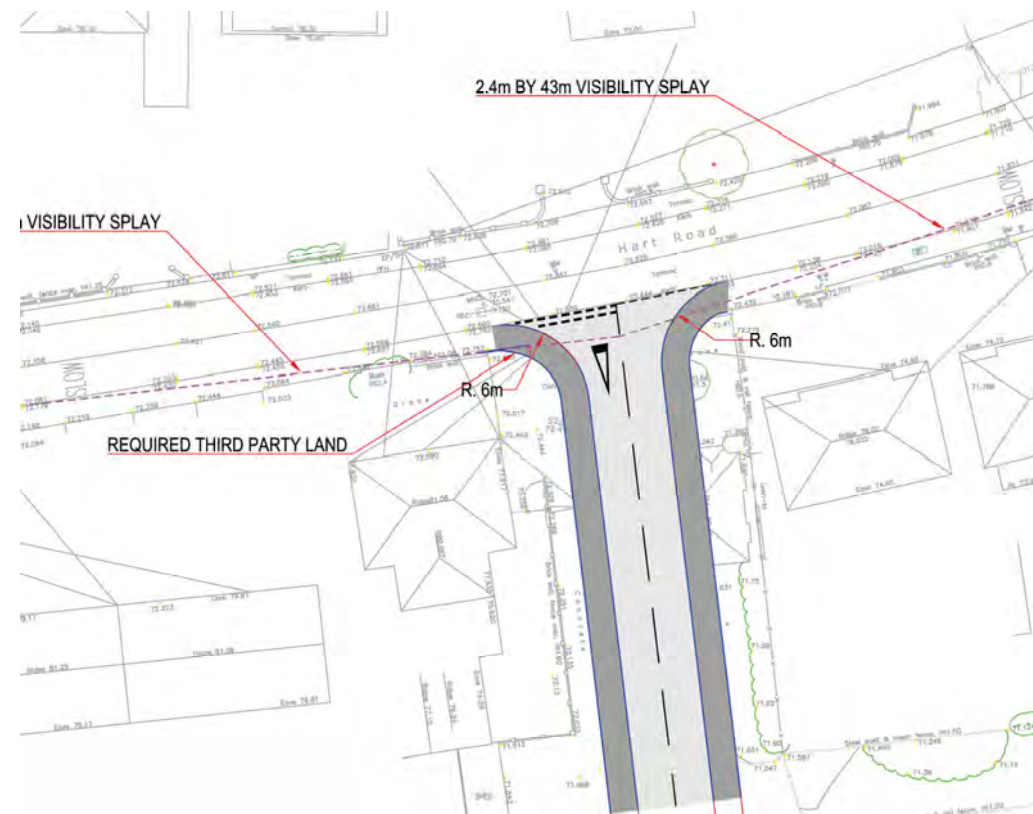
4.2 Access

Vehicular access is via Hart Road running along an east/west orientation, to the north of the site via a new T-junction point and access road. Visibility splays of 2.4m x 43m from the new access will be provided along Hart Road (subject to ECC Highways advice and approval) to ensure a safe junction solution. A general arrangement plan accompanies this application which sets out the detail design of the junctions in line with highways requirements.

Pedestrian access is incorporated within the development proposal via 2m pathways either side of the proposed access road from Hart Road. A potential pedestrian link to the wider HO20 masterplan area is also indicated to the southern boundary, while vehicular access could be facilitated towards the HO20 masterplan area to the east, via the application site's spur roads from the main access road through the site.

Internal movements have evolved in line with the development design process to ensure good access and egress from the site for residents, visitors and services. The main route through the development ensures an easily navigable development, with secondary streets branching off and a change of surface to create a more intimate environment. The internal road network has been designed in accordance with Manual for Streets to encourage vehicles to travel at an appropriate speed and create safe environments for pedestrians and cyclists.

Refuse vehicle movement has been considered through the site, with turning heads and generous radii to corners provided as necessary to allow the vehicle to travel in a forward gear as often as possible. Reversing manoeuvres are required to the small spurs to the east of the main access road, but are limited to 20m with collection points located at the stopping point. Swept path analysis accompanies this application demonstrating satisfactory access and egress using the turning areas provided.



Junction General Arrangement Plan

4. Design Proposal

4.2 Access (cont'd)

The houses will each be provided with individual bin stores located within the curtilages of all dwellings, designed as part of the streetscape, with residents moving bins to the roadside at the front of their respective property, or to designated collection points (as indicated on the accompanying proposed access strategy plan) on designated collection days.

Each property will be provided refuse and recycling provision in line with Castlepoint BC and Essex County Council requirements. Provision has been made for at least three no. 240 bins for residual, recycling and garden waste. Provision requirements to be confirmed by CBC/ECC and storage areas to be implemented prior to occupation.

According to CBC and ECC parking space standards, the total demand for the proposed development is 104 spaces. In total 104 spaces are provided across the proposal of which 92 are illustrated as being allocated to dwellings. Parking spaces are provided via in-curtilage spaces as far as possible in the form of side access or frontage driveways, with some instances of communal courts.

Dwelling Size	Parking Req'd	No. of Dwellings	No. of Spaces Req'd
Two Beds	2	26	52
Three Beds	2	20	40
Visitor Spaces	0.25 per dwelling	46	12
Total		46	104

CBC Parking Standards

All in-curtilage spaces are 5.5m deep and 2.9m wide, while all parallel parking spaces are 6m deep and 2.9m wide.

Off-street parking spaces will be provided with charging facilities for electric and ultra-low emission vehicles, as per the NPPF and council encouragement with consideration for additional charging points for other parking areas, in accordance with current standards and codes of practice.

Generally, cycle storage for houses will be within garden sheds, as indicated on the proposed access strategy plan and as detailed by the accompanying typical refuse and cycle storage detail drawings.

The site and its individual dwellings will be designed to Part M standards to ensure safe, convenient and inclusive movement by all.



Proposed Access Strategy Plan

4. Design Proposal

4.3 Layout

The layout of the proposed development evolved through the identification of a suitable access layout, various constraints, valuable site features present on/around the site, and maximising the available space.

The layout shows a development that provides generous buffers to key boundaries with landscape and ecological value and retains/enhances important landscape features such as trees and attenuation features where possible.

Around these elements, the layout provides a range of units that meet the needs of the area, while providing an attractive and pleasant environment in which to live, with good active frontages, natural surveillance, framing of views and minimal impact on the overall setting of the site.

The new vehicular access point provided from Hart Road, leads into and provides a natural and easily navigable vehicular flow through the development, supporting the smaller mews like spurs of dwellings. The dwellings have been oriented to address key frontages where appropriate, while the dwellings to the north and west boundaries, back onto the existing built form fronting Hart Road and Cedar Hill School.

The frontages of dwellings incorporate landscaped features where appropriate, with curtilage parking to the sides of the respective properties where possible to minimise streetscapes cluttered by parked cars. Where frontage parking is indicated, it is offset by enhanced landscape features to the front to soften the overall appearance of the streetscape.

The development layout leads towards an area of public open space towards the south boundary of the site, which incorporates an enhanced attenuation feature, play space and potential pedestrian access to the site to the south.

In addition to responding to the existing nature of the site and its context, the future development potential of the parcels of land around the site, as part of the HO20 masterplan, have also been given consideration. The layout allows the potential for integration and permeability through to additional parcels situated to the east and to the south, via either pedestrian and/or vehicular links. The parcels of land at the time of submission are not known to be of any particular availability and the applicant has not been party to any design development related to them, however, upon discussions with the LPA at an early stage, it was considered important to allow the potential for links through the application site for integration into the wider HO20 masterplan.

It is considered that the design layout put forward as part of this full application, addresses the key issues related to the site, and creates good relationships between potential new development and the existing nature of the site.



Proposed Block Plan

4. Design Proposal

4.4 Use and Amount

Policy H9 of the current Local Plan requires the optimum density of development to be achieved on any site. The optimum number is generally defined as the quantum of development that can be achieved whilst providing an attractive layout and without causing harm to the surroundings.

Paragraph 118 of the NPPF strongly encourages increased density of development on appropriate sites in order to mitigate extant housing need. Paragraph 123 of the NPPF reinforces this stance by stating that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site.

The most up to date local evidence of need in respect of the mix of development on sites is the 2017 Addendum to the 2016 Strategic Housing Market Assessment (SHMA May 2016). This identified that for the Castle Point area, in the period 2014 – 2037, 32% of new dwellings should be 1 and 2 bedroomed properties and 68% of new dwellings should be 3 and 4+ bedroomed properties.

The overall average density of the proposed development is extremely low with the 46 units proposed, equating to just 27 dwellings per hectare. This reflects the regard to which has been taken in respect of the existing landscape and ecological features of the site first and foremost. Whilst a full accommodation schedule has been submitted as part of this application, a table summarising the proposed accommodation can be found below.

The 46 homes will be allocated as 100% affordable, with a split proposed of 70% Shared Ownership and 30% Rented.

All dwellings are designed to exceed Nationally Described Space Standards (NDSS) for the respective dwelling types and would be designed to AD: Part M regulations.

Accommodation Mix	
2 Bed House	26 (57%)
3 Bed House	20 (43%)
Total	46



Proposed Dwelling Types Plan

4. Design Proposal

4.5 Scale

The contextual analysis of the local vernacular found that there isn't an especially predominant style in the area aside from it all being "traditional". This includes a fairly broad spectrum of design and its difficult to pick out any precedent form or appearance of which to draw inspiration.

As such, the design vision for the application site is one that respects the local vernacular and its traditional style of architecture but ensures that the proposal put forward also creates an identity of its own that will enhance the architectural quality found within Thundersley.

The local vernacular predominantly consists of two storey dwellings, with instances of single storey and chalet bungalows between. The proposed development will take on an entirely two storey form, particularly in keeping with the dwellings that exist along Hart Road. The positioning and orientation of the proposed dwellings have been carefully considered so as to not have a detrimental impact on the single storey dwellings that exist to the east of the site along Greenleas.

Scale also takes on a horizontal form and it is considered that the dwellings would also be consistent with those within the local area, in terms of general size, and would be afforded good levels of private amenity space within individual plot curtilages.

The overall scale and density of the development, considering the area of public open space that is purposely designed into the proposal as an integral element, ensures that the development is not overbearing on existing development, or the landscaped and verdant nature of the site.



Indicative Contextual Massing Visual

4. Design Proposal

4.5 Scale (cont'd)

The house typologies have been designed and developed with a common depth to allow terraces to be configured with either the two or three bedroom homes. Houses are arranged as semi-detached and terraced dwellings with private defensible space facing the street. They have covered entrances in close proximity to their respective associated parking and would be designed to current AD: Part M standards.

House Types

Two Bedroom House - HTA

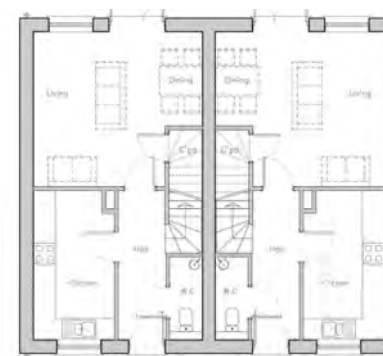
The Two Bedroom house is designed to suit a typical small family and its traditional layout and design will be familiar to most occupiers.

- Two storeys, two bedroom single family dwelling (2bed-4person).
- GIA = 80.5m² / 866.5sqft
- 2% Improvement on Nationally Described Space Standards (NDSS 2B4P = 79m²)

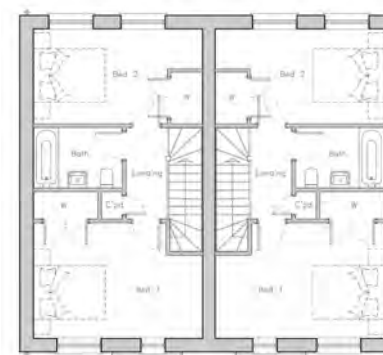
Three Bedroom House - HTB

The Three Bedroom house's open-plan layout has generous rooms and high ceilings designed for family living.

- Two storeys, three bedroom single family dwelling (3bed- 5person)
- GIA 103m² / 1108.7sqft.
- 10% Improvement on Nationally Described Space Standards (NDSS 3B5P = 93m²)



Ground Floor Plan



First Floor Plan

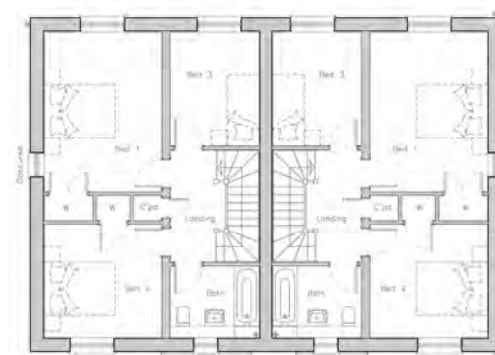


Front Elevation

House Type A (HTA)



Ground Floor Plan



First Floor Plan



Front Elevation

House Type B (HTB)

4. Design Proposal

4.5 Scale (cont'd)



Indicative Contextual Massing Visual

4. Design Proposal

4.6 Appearance

The local vernacular is mixed in terms of architectural styles and materiality, with little to draw particular inspiration from. It was felt therefore, that there is an opportunity to create a development that establishes it's own identity, by introducing a more contemporary architectural vocabulary of design elements that respect those discussed within the Essex Design Guide.

In particular, the EDG suggests the abandonment of traditional detailing purely for their symbolic relevance, and instead returning to basic good design with simplification of detailing and use of materials via more logical elements that articulate different parts of the structure.

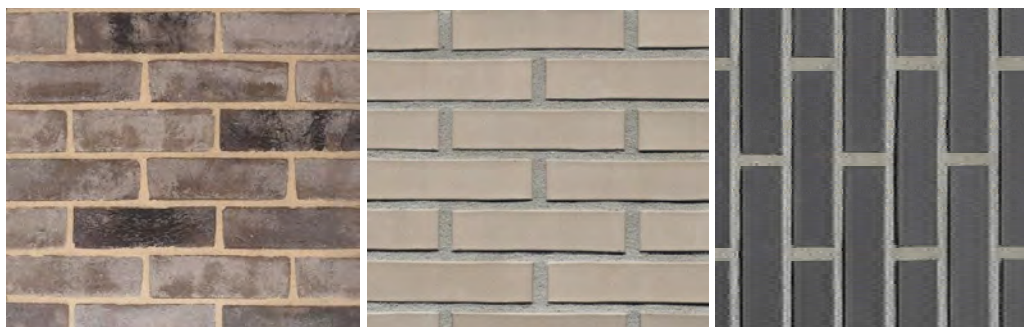
The design of the houses aim to achieve this methodology, with simple, symmetrical elevations that are articulated through use of a mix of brick types, placement of openings and variation of porch design.

Despite the symmetry of the house types within their pairs, a repetitiveness and therefore visually poor streetscape has been avoided by the introduction of gable ended and staggered dwellings. A variety of brick blends provide additional separation and identification of individual dwellings and avoids a monotonous visuality as you navigate the development.

The use of the contrasting grey brick features compliments the use of grey roof tiling and window frames, and serves the purpose of forming a connection between the individual dwellings and emphasises the identity of the development as a whole. Windows have been aligned with the entrance doors to give a sense of light and space whilst also providing balance and interest across the key elevations.

A hard landscaping plan has been submitted to accompany this planning application and indicates the general material application of hard surfaces across the development, for roads, paths, parking areas/ drives and hard standings.

It is requested that all materials specs can be approved via conditions following the determination of this application submission.



Potential brick blend (Types/colours spec TBC via conditions)



Examples of the proposed materiality of the proposed development (Spec TBC via conditions)

4. Design Proposal

4.6 Appearance (cont'd)



Street Scene AA



Street Scene BB



Street Scene CC



Street Scene EE



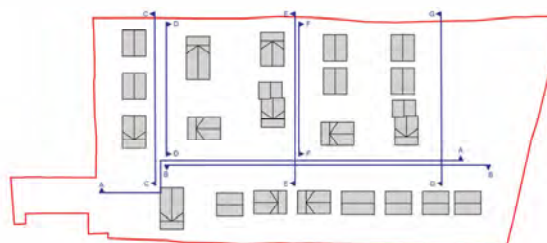
Street Scene DD



Street Scene GG



Street Scene FF



Proposed Street Scenes

4. Design Proposal

4.6 Appearance (cont'd)



Hard Landscaping Scheme and Boundary Treatments

4. Design Proposal

4.6 Appearance (cont'd)



CGI view of development proposal

4. Design Proposal

4.7 Landscape

Landscaping Scheme

The definition of boundaries between public, communal and private space is important to encourage residents to feel a sense of ownership and responsibility for their surroundings. Garden areas adjacent to the road will be defined by surfacing and planting to define defensible space. Low level hedging are to be used where appropriate to create secure barriers to the front, side and rear of dwellings.

Care has been taken to retain the existing vegetation around the boundaries and the opportunity to create a good quality public realm which can be readily managed and maintained. The management company responsible for the public areas will ensure that a high quality of environment is maintained to deter crime and anti-social behaviour.

Introduction of new trees within the application site will further reinforce the importance placed on the landscaped character of the site and to assist in softening views of the overall development. The proposed play area will also form more of a naturalistic feature as opposed to a more formal area, containing play equipment, again to relate well to its rural surroundings.

This planning application is accompanied by a full hard and soft landscaping scheme that aims to compliment the existing area and emerging neighbouring developments. The scheme features planting plans which identify plant species, type, sizes, numbers, densities, planting regime and aftercare.

The development will include native species suitable to the location and climatic conditions that are appropriate in respect of growth habits, and the development will also seek to incorporate SuDS as appropriately design by the Drainage Engineer.

The maintenance and management of landscaping areas are set out in within the documents accompanying this planning submission and will be secured through the use of appropriate planning conditions or planning obligations.

Private Amenity Space

Castle Points Residential Design Guide states under RDG6 that private amenity space for individual dwellings should be provided at 15sqm per habitable room, with a minimum of 50sqm for dwellings with three habitable rooms or less.

Policy RDG5 states that all development over ground floor level, should provide a minimum of 9m between the rear facing windows of a dwelling and the boundary. In general, this would suggest that 18m back to back distance between dwellings would be the minimum.

The plans submitted with this application demonstrate that the development complies with these elements of the Residential Design Guide.



Soft Landscaping Masterplan

4. Design Proposal

4.7 Landscape (cont'd)

Ecology

The proposed development includes the retention of all existing vegetation (trees and hedgerows) growing along the western, southern and eastern edges of the site. In addition, the following new habitats are proposed.

- Wildflower meadow proposed across the site within communal landscape areas, including the landscape area along the entrance access road, The communal areas to the south of the site adjacent to the children's play area and the containment pond.
- Long grass meadow proposed to the edges of the western, southern and eastern boundary vegetation.
- Native hedgerows to be sited along the eastern boundary within communal land, along the entrance access road and adjacent to the children's play area.
- Native tree planting to be planted across the site within communal areas, especially to the southern edge of the site adjacent to the play area and attenuation pond. Further native trees will be planted as infill within the hedgerow growing along the western boundary and within private garden areas.
- Wildlife supporting ornamental trees and shrubs across the site within private garden areas and communal landscaping will be planted with a range of wildlife supporting trees, hedgerows and shrubs. These trees, hedgerows and shrubs have been chosen as they benefit nesting, roosting and feeding birds as well as invertebrates and small mammals.
- "Tiny Forest" to provide ecological benefit to sites by including the close planting of trees (3/m2) across a small area of land. The trees are planted as 2-year whips and are allowed to grow with no further input. The tightly vegetated areas will provide benefit to nesting, roosting, and feeding birds as well as invertebrates and small mammals.
- All garden fences will include a suitably sized hedgehog gateway to allow for the free movements of hedgehogs across the completed site.
- Bat and bird boxes (10 of each) will be attached to completed houses across the site.
- Soft Landscape establishment and management plan is included within the Biodiversity Management Plan and the "Specification for Soft Landscape Works and 10 Year Management Plan". All new and existing planting is identified with appropriate management regime described.



Example of a Tiny Forest



Example of a Bat Box



Example of a Bird Box

4. Design Proposal

4.7 Landscape (cont'd)

Arboriculture

A tree survey carried out across the site includes all existing trees and hedgerows growing both within the site and those growing on neighbouring land but may be impacted by the proposed development. The tree survey was carried out in accordance with British Standard: Trees in relation to design, demolition and constructions – Recommendations (BS 5837:2012).

All trees and hedgerows growing to the western, southern and eastern edges will be retained as will trees growing to the north-east corner of the site.

All retained trees will be protected for the duration of the construction works in accordance with BS 5837:2012 which includes the erection of suitable Tree Protection Barriers suitable to prevent damage to the tree or its Root Protection Area.

The existing trees growing along the western boundary are retained within communal land to allow for a single management regime to be put in place as well as to ensure its long-term viability. This hedgerow will be faced-up to produce a 2.0-metre-wide hedgerow, thereby ensuring the hedgerow can retain its long-term integrity. A narrow grass maintenance path will also be provided between the hedgerow and the rear of adjacent gardens.

The existing trees and hedgerows growing to the southern boundary are growing mainly to the far side of the water filled ditch. All trees and hedgerow planting will be retained.

The existing trees and hedgerows growing within neighbouring land to the eastern boundary will be retained.

A number of native and non-native trees which support biodiversity will be planted across the site within communal areas and private gardens. In addition, a "Tiny Forest" will also be planted between the children's play area and the eastern boundary. This "Tiny Forest" will provide habitat areas for birds, invertebrates and small mammals.



Tree Constraints Plan

4. Design Proposal

4.8 Sustainability

Economic Benefits

The town of Thundersley benefits from a wide range of local facilities, services and amenities directly within that local area. All necessary shops, library, chemists, dentists, healthcare, pubs and restaurants are within easy walking or cycling distance of the application site and so the delivery of new homes would support the viability and vitality of the area and its amenities.

Given the nature of the housing, it is anticipated that the new homes will be taken up by people already living in the Borough. This will of course potentially lessen any impact on local economic (and social) infrastructure, as the proposed development would not be result in people living and utilising infrastructure in the area who would not otherwise have been.

Notwithstanding the above, the proposed development, through the associated s106 legal agreement, would contribute to new and improved community facilities which would have a wider public benefit on the existing community.

All of the above mentioned attributes demonstrate that the application site is a highly sustainable location with capacity to accommodate new homes within the capacity of existing infrastructure.

Social Benefits

In terms of the social objective, a number of community benefits would accrue from this development.

The proposed development would provide a valuable contribution to housing need within a borough that currently suffers to keep up with demand. The provision of a 100% affordable housing scheme with a specific range of house types and tenures, would therefore assist in meeting the demand within the local area and would boost the supply of housing in the Castlepoint borough.

It would deliver housing in a high-quality residential environment featuring a good amount of public open space and play space, with good access to a network of public footpaths. The development would be well connected to the existing community of Thundersley, and by public transport to larger towns. As such the development would provide access to the social, recreational and cultural facilities and services that the community needs. The proposal would achieve a well-designed sense of place and make effective use of land which is already in an identifiable residential area with housing located to the north, west and east of the application site.

The design of the site will be in accordance with the Secured by Design principles to enhance safety and mitigate opportunities and potential for crime and anti-social behaviour.



Indicative Contextual Massing Visual

4. Design Proposal

4.8 Sustainability (cont'd)

Environmental Benefits

The site retains and enhances green infrastructure where possible and promotes healthier and more active lifestyles within the community – not only for the future residents of the scheme, but for those to be housed and currently housed in nearby dwellings.

The wider picture of the scheme presents an opportunity for net biodiversity gains as a result of the proposals and changes which enhance the immediate and wider environmental landscape as well as providing connectivity to any future developments that come forward as part of the HO20.

Furthermore, a number of detailed design considerations have been given toward the effects of climate change and the need for sustainability in this context. Measures that have been considered, include but are not limited to:

- Materials that have a lower life cycle environmental impact will be encouraged and promoted within the project, including the use of materials with a high recycled content, that can easily be reused or recycled, with a low embodied impact and using them effectively through MMC to reduce waste, promote durability and ensure correct use.
- Homes anticipated to achieve an EPC rating of A and to significantly outperform Part L of the Building Regulations, by adding or increasing insulation levels and using well-designed, climate-appropriate, insulation solutions. Homes improve on Part L1a of the Building Regulations by up to 70%. As the housing modules have been made in factory-controlled environment, the levels detailed have been proven and consistent quality can be guaranteed.
- Our current proposals allow for the use of an Air Source Heat Pump (ASHP) as the primary source of heating and hot water and photovoltaic panels which reduce energy costs and significantly reduce the carbon emissions of the home.
- As the dwellings are built under factory-controlled conditions, ensuring a high standard of consistent acoustic performance is more achievable. Currently our acoustic performance goes above building regulation compliance by between 5% and 10%. This has been demonstrated and tested on live modules within our factory, so the performance is not theoretical. the glazing will be upgraded to meet the on-site acoustic performance required as we progress through detailed design.
- Biodiversity will be enhanced through improvements both on plot and in the wider strategic landscape, particular with the prevalence of SUDs adjacent to the development parcels.
- Using flood prevention/mitigation techniques including landscape features such as attenuation basins that can act as open public spaces during dry periods. The Surface Water Drainage Strategy includes a 40% allowance for climatic change;
- Using permeable paving anywhere that loadings will not cause structural failure and provide a rainwater collection system/grey-water recycling for watering gardens and landscaped areas.
- Incorporation of electric and ultra-low emission vehicle charging points to all off-street parking spaces and consideration of additional charging points for other parking areas.
- Ensuring effective orientation and layout to maximise solar-passive strategies, particularly where PVs are to be incorporated (Size and layout of PVs to be confirmed at detail design stage).
- Using appropriate glazing and window styles for climate (e.g. low U-value; high solar heat gain coefficient in cold climates and low in warmer climates);
- Integrated energy management controls and information systems within individual units, highlighting energy efficiency.
- Reduction of consumption of water and its waste, through the use of conservation measures such as flow restrictors fitted to all taps, dual flush cisterns and a preference for showers over baths.

4. Design Proposal

4.9 Other Considerations

Drainage and Flood Risk

A detailed assessment of flood risk has identified that, based on current EA Flood Zone Mapping, the site is indicated to be within Flood Zone 1 (Low Risk) but is suggested to be at 'high' risk of surface water flooding in the southern portion of the site and is at 'low' or 'negligible' risk of flooding from all other assessed sources.

Detailed hydraulic modelling of the site has confirmed that, subject to confirmation from the EA, the site is within Flood Zone 1, and in all fluvial flood events modelled flows are predicted to remain within the channel, except the 0.1% AEP (1 in 1,000 year event) which is predicted to have a small extent (approx. 2m) within the site.

A surface water runoff exercise has shown that whilst the southern portion of the site is still indicated to be at an increased risk of surface water flooding, extents and depths are predicted to be significantly reduced when compared to current EA mapping with the Thundersley Brook channel shown to help with draining the site. As such the site is concluded to be at low risk of flooding from surface water.

It is recommended that where possible, FFLs are raised a minimum of 300mm above adjacent ground levels to address any residual risk of surface water flooding on the site.

It should be noted that, post-development, any rainfall and surface water flood risk within the site will be managed through an engineered surface water drainage strategy which will further reduce/mitigate the risk of surface water flooding within the site.

It has also been demonstrated that a means of safe access and egress is possible to and from the site via the existing entrance off Hart Road and that the proposed development is not considered to increase flood risk within the catchment through a loss of floodplain storage.

This report therefore demonstrates that, in respect of flood risk, the proposed development of the site:

- Is suitable in the location proposed.
- Will be adequately flood resistant and resilient.
- Will not place additional persons at risk of flooding, and will offer a safe means of access and egress.
- Will not increase flood risk elsewhere as a result of the proposed development through the loss of floodplain storage or impedance of flood flows.
- Will put in place measures to ensure surface water is appropriately managed.



Proposed Drainage Strategy Plan

4. Design Proposal

4.9 Other Considerations

Security

Ensuring a safe and secure living environment is a fundamental consideration in the design of any residential development. The proposed development has drawn on the principles of Manual for Streets, Safer Places: The Planning System and Crime Prevention, and of course Secure by Design.

We believe the proposals put forward within this application have considered the principle attributes that are deemed important to the physical aspects of crime. Generally these are; Access and Movement, Structure, Surveillance, Ownership, Physical Protection, Activity and Management and Maintenance.

The proposal is interwoven into the existing interactions between the site and the public highway, so maintaining familiarity for all residents in the area and encouraging pedestrian access and movement at the front and around the site. It also has the intent of creating natural surveillance, while maintaining good levels of privacy for residents and neighbours alike.

A well designed lighting scheme across the site (which can be secured via condition), and a selection of materials, fittings and planting that deter vandalism, further improve on the safety and security of the site.



CGI View from main access road

5. Conclusion

5.1 Final Statement

The plans and documents submitted with this Full Planning application submission have been informed and led by a clear understanding of the wider context of the surrounding area and the key principles and constraints related to the site.

The development proposed as part of this application, provides the following benefits:

- An opportunity to provide a new residential community delivering 46 new homes, all of which would be designated as affordable homes with appropriate tenure splits.
- Provision of Two and Three Bedroom dwellings that meet identified need for family homes and contribute towards the Borough's affordable housing need of 353 homes per annum.
- Affordable Rents will be set to levels below LHA Caps.
- High Quality home designs that feature generous internal and external spaces in line with the current NDSS' and RDG guidelines.
- Streets that are easy to navigate and are pedestrian friendly through the design and orientation of the homes and the arrangement of soft and hard landscaping.
- A development that proactively and positively responds to landscape and ecological needs of the site and provides potential integration with future surrounding HO20 masterplan sites.
- Adequate provision of off-street parking including electric charging facility, and private amenity space for all future occupiers.
- All homes anticipated to achieve EPC-A rated homes through use of Modular construction methods, enhanced building fabric and implementation of sustainable energy sources and systems.



CGI View from Public Open Space