

SITE PLAN ATTACHED

**SOUTH ESSEX GOLF AND COUNTRY CLUB BRENTWOOD ROAD HERONGATE
ESSEX CM13 3LW**

**REDEVELOPMENT OF EXISTING COMMERCIAL BUILDING TO PROVIDE 30
DWELLINGS, REPLACEMENT D2 FACILITY (AS EXTENSION TO THE EXISTING
CLUBHOUSE); AND ASSOCIATED LANDSCAPING AND CAR PARKING.**

APPLICATION NO: 17/01528/FUL

WARD	Herongate, Ingrave & West Horndon	8/13 WEEK DATE	18.12.2017
PARISH	Herongate & Ingrave	POLICIES	
CASE OFFICER	Mr Nick Howard	01277 312500	

The application is presented to committee as it is a major application in the Green Belt.

1.0 DESCRIPTION OF PROPOSAL

The proposal seeks full planning permission for 30 dwellings and an extension to the golf clubhouse. The residential element of the scheme provides a mix of house types including four 5-bedroom houses, three 4-bedroom houses, nine 3-bedroom houses and 14 apartments, consisting of one and two bedrooms.

The proposal includes a parking provision of 62 car spaces and secure storage facilities for bicycles. Further to the proposed residential development the proposal includes an extension to the existing club house and provides space for a gym facility (Class D2).

2.0 SITE DESCRIPTION

The site comprises South Essex Golf Centre and is approximately one mile south east of Herongate. It is accessed from a long private drive off Brentwood Road 750 m north of the A127. This drive leads to the golf course site which is currently accommodated by a large (originally/former) agricultural building, the club house and driving range building.

The former agricultural building had until May 2017 been occupied as an indoor bowls club and green keeper store. To the north, north east and east of the site is the golf

course. To the south is a driving range and to the west of the site is Brentwood Road, adjacent to which is Cockridgen Farm Industrial Estate.

The site is in the Green Belt as defined in the proposals map of the Brentwood Replacement Local Plan 2005. The site is situated in a 'bowl' with higher ground to the north and south of the site. A public footpath follows the line of the access drive before turning north before the site is reached. Part of the site is within Flood Zone 3 which is an area with a higher risk of flooding and the remainder of the site is located within Flood Zone 1 which is at a low risk of flooding.

3.0 RELEVANT HISTORY

- BRW 528/96- Erection of golf club house together with the continued use of a former agricultural building as an implement store. Approved 1997 (part) implemented.

4.0 SUMMARY OF CONSULTATION RESPONSES

Detailed below is a summary of the consultation responses, if any received. The full version of each consultation response can be viewed on the Council's website via Public Access at the following link: <http://publicaccess.brentwood.gov.uk/online-applications/>

- **Schools, Children Families Directorate-**

Early Years and Childcare

The proposed development is located within the Herongate, Ingrave and West Horndon Ward. According to Essex County Council's childcare sufficiency data, published in summer 2017 there are 3 providers of early years and childcare in the area. Of these there are 2 Pre-schools and 1 Childminder. Overall a total of 6 unfilled places were recorded for 2-year olds and 11 unfilled places were recorded for 3 and 4-year olds. For Essex County Council to meet its statutory duties it must both facilitate sufficient places to meet free childcare entitlement demand and also ensure a diverse range of provision so that different needs can be met. As there are sufficient places available a developer's contribution towards new childcare places will not be required for this application at this point in time.

Primary Education

This development sits within the priority admissions area of Ingrave Johnstone CE Primary School, which has a planned admission number of 30 pupils each year. Due to pressure in the area the school has taken slightly higher numbers in some year group and, thereby, has a total of 216 on roll. To accommodate this number the School has to utilise temporary accommodation in addition to its permanent buildings. According to Essex County Council's document 'Commissioning School Places in Essex', the Brentwood area as a whole (group 1) will require 61 additional spaces to meet demand by the academic year commencing 2020.

It is clear from the above data that additional primary school places will be needed. This development would add to that need and, thereby, the scope of projects to provide additional school places are directly related to the proposal. The contribution sought is based on the formula outlined in the Essex County Council Developers' Guide to Infrastructure Contributions, which sets sums based on the number and type of homes built. The contribution will thus be fairly and reasonably related in scale and kind to the development and, thereby, Community Infrastructure Levy regulation 122 compliant.

Secondary Education

Demand for places at the priority admissions area secondary school, St Martin's, is also rising. Prior to the implementation of the revised Community Infrastructure Levy Regulations on the 6th April 2015 the County Council would have sought a developer contribution from this proposed development for additional secondary school places. However, the implementation of the revised Regulations now restricts the pooling of contributions for a specific item of infrastructure, such as the expansion of a school, to contributions from five separate planning obligations. Under these changed circumstances the County Council has decided not to request a contribution for the provision of additional secondary school places from this proposed development. This is because the scale of this development is relatively small. Seeking contributions from a number of small developments might, in the future, preclude the County Council from seeking a contribution from a larger development, should there already be 5 obligations pertaining to a project to add school places in the area.

Having reviewed the proximity of the site to the nearest primary and secondary schools, Essex County Council will be seeking a school transport contribution for school transport, only in the event that the developer has not included safe direct walking and cycling routes to local schools within their application.

In view of the above, I request on behalf of Essex County Council that if planning permission for this development is granted it should be subject to a section 106 agreement to mitigate its impact on childcare, education and school transport. Our standard formula s106 agreement clauses that ensure the contribution would be fairly and reasonably related in scale and kind to the development are available from Essex Legal Services.

For information only please see below calculations based on the below housing mix.

Based on the 30 dwellings with a unit mix of 16 x 2+bed houses, 9 x 2bed flats & 5 x 1bed flats (discounted) we would ask this development to contribute funding for 1.85 EY&C places and 6.15 Primary school places.

EY&C = 1.85 pupil places X 14,519 cost per pupil place = **£26,860.15**

Primary School = 6.15 pupil places x £12,734 cost per pupil place = **£82,771.00**

Primary School Transport = 6.15 pupil places x £9.50 cost per day x 190 days per year x 7 primary school years = **£77,705.25**

Please note that all the above amounts are not including indexation which will be added at the time of invoicing, this will be based from April 2017 BCIS PUBSEC.

- **Open Space**

Although the developer has confirmed the percentage of open space against the overall size of the site is at least 15%, the Council's policy does not preclude the applicant from a financial contribution even if some of the site is set aside as open space. The proposal does not include a central green or area that would be of sufficient size to be considered as usable public realm.

Overall the proposal may meet the Council's policy, however the reality is that taken as individual areas they do not really offer anywhere for social recreation and are merely landscape features to make the development more appealing to buyers.

As it stands I will still seek a contribution based on my previous emails but am still happy for this to be paid in a phased approach.

At this time the level of financial contribution being sought towards the improvement of existing open space will be £150,000, although this could be paid on a phased approach. On this basis there are no objections from an open spaces perspective

- **Anglian Water Services Ltd-**

No objections subject to a drainage condition

- **Highway Authority-**

Given that the proposals are not expected to increase the number of trips to / from the site in comparison to its existing lawful use, parking provision complies with Brentwood Borough Council's adopted parking standards and the existing site access conforms to current highway standards, from a highway and transportation perspective, the impact of the proposal is acceptable to the Highway Authority subject to conditions

- **Environment Agency-**

We have inspected the application as submitted and are raising a holding objection on flood risk grounds.

- **Design Officer-**

This application follows a protracted preapplication period, during which I advised the context and functionality of the existing site was fully considered, this included cross

sectional information and long views towards the site from various locations within the wider context being tested. The design intent itself, is for contemporary barn style buildings with seamless detail and high-quality materials. On this basis the detailing, landscaping and materiality is critical to deliver a cohesive scheme. There is little by way of technical design detail within the submission, should the application be recommended for approval I strongly advise conditions are applied on this respect.

In summary, from urban design perspective there are no adverse comments, conditions should be applied.

- **SUDS (Essex County Council as Local Lead Flood Authority – LLFA)**

Holding objection

- **Sport England-**

The site is not considered to form part of, or constitute a playing field as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No.595), therefore Sport England has considered this a non-statutory consultation.

The proposal involves the redevelopment of a building that was used until recently as an indoor bowls centre by the former Stonyhill Bowls Club. Following consultation with the indoor bowls governing body, the English Indoor Bowls Association (EIBA), it is understood that the bowls club has now disbanded and that the club operated without any security of tenure for a number of years. It is understood that former members of the club have now joined other indoor bowls facilities in the area. Based on this context, it is considered that the application proposal only relates to the loss of a sports facility of local benefit and does not relate to a sports facility of wider strategic importance. Sport England therefore does not wish to comment on the application, though the local authority should assess the proposal against guidance contained within Paragraphs 73 and 74 of the National Planning Policy Framework (NPPF).

- **Herongate Parish Council -**

I understand this is up for discussion at the forthcoming meeting. I have looked at the application - I am unable to read all of the documents as I cannot zoom in on them for some reason. I wouldn't have any objections initially as long as the infrastructure has been well looked into together with the need for better vehicular access to the properties from the A128. I must admit I am not keen on the design of the properties, I think they could have been better designed to align with those in the villages but I assume the design is to keep the properties in line with the design of the current club house. I don't think they will impact visually on the villages as the existing site cannot be seen from the road so therefore I cannot see how this will be. The properties will generate an increase of around 60 more vehicles assuming 2 per property which again I don't think is much of an impact considering the current amount of vehicles using the golf club.

- **West Horndon Parish Council-**

West Horndon Parish Council is providing comments on this planning application as it is understood that, despite having a Herongate postal address, part of the proposed development lies within West Horndon Parish.

While the building of new housing in Brentwood is desirable this proposed development sits on Green Belt land. It would be acceptable under present guidelines for Green Belt development to take place if the footprint of the new development matched that of the building to be demolished. However, that is not true in this case. The proposed development has a larger imprint. For this reason alone West Horndon Parish Council objects to the proposed development.

It is also noted that the access road to the proposed housing from the A128 would not appear to be of sufficient quality to endure the increase in road traffic that is likely to arise if the proposed development is approved. Therefore, consideration should be given to improving the access road and its junction with the A128 should this development proceed.

5.0 SUMMARY OF NEIGHBOUR COMMENTS

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

Detailed below is a summary of the neighbour comments, if any received. The full version of each neighbour response can be viewed on the Council's website via Public Access at the following link: <http://publicaccess.brentwood.gov.uk/online-applications/>

- 17 objections
- Additional traffic on adjacent highways
- Pressure on local facilities
- Loss of sports facilities
- Development does not represent redevelopment of brownfield site.
- Development is larger than existing footprint
- Development within countryside, out of character

6.0 POLICY CONTEXT

The starting point for determining an application is the development plan, in this instance, the Brentwood Replacement Local Plan (RLP) 2005. Applications must be determined in accordance with the development plan unless material considerations indicate otherwise. Relevant material considerations for determining this application are the following RLP policies, the National Planning Policy Framework (NPPF) 2012 and National Planning Policy Guidance (NPPG) 2014.

RLP Policy:GB1, GB2 Green Belt Development
Policy H6 – Housing Mix
Policy H9- Affordable housing
Policy T2 – Highway issues
Policy T5 Parking
NPPF Sections: Paragraph 89 & 90 Green Belt
Paragraph 73 & 74 Sports Provision

Local Development Plan:

The Local Development Plan is currently at the Draft Stage (Regulation 18) and as there are outstanding objections to be resolved, only limited weight can be given to it in terms of decision making, as set out in paragraph 216 of the National Planning Policy Framework. As the plan advances and objections become resolved, more weight can be applied to the policies within it. Nevertheless, the draft Local Plan provides a good indication of the direction of travel in terms of aspirations for growth in the Borough and where development is likely to come forward through draft housing and employment allocations. The next stage of the Local Plan is the Pre-Submission Draft (Regulation 19) which is currently anticipated to be published in early 2018. Following this, the Draft LDP will be submitted to the Secretary of State for an Examination in Public. Provided the Inspector finds the plan to be sound it is estimated that it could be adopted in early 2019.

7.0 ASSESSMENT

Green Belt

The site is located within the Green Belt. The Framework, paragraph 89 sets out exceptions to inappropriate development in the Green Belt. One such exception is the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development. Therefore, with regard to the openness of the Green Belt the applicant considers the overall footprint of the existing development on the site will be reduced by the proposal by approximately 165 cubic metres. The table below shows the applicant comparison between the existing building and the proposed development.

Table 4: Existing and Proposed Volume Comparisons

Component	Volume (cubic metres)	Total (cubic metres)
Bowls Club Building / Green Keepers Store	14,461	16,888
Remaining Extant Permission	2,427	
Proposed Residential Development	14,423	16,723
Proposed Clubhouse Extension	2,300	

The applicant has included a component which identifies an extant permission for an extension to the club house which has not been implemented. The applicant contends the volume of this extant permission should be included in the calculation when assessing the openness of the Green Belt. In support of this contention the applicant refers to an appeal decision at North Weald Golf Club which allowed a development of 20 dwellings and replacing the existing club house which had previous planning permission for an extension which had been partially implemented. However, the element to be completed was including within the assessment for the openness of the Green Belt, which is a similar scenario to this current application.

The second element in assessing the openness of the Green Belt is the extent of the development. At present the site comprises a large building with a car park to the south and east of the building. The development would spread to the east of the building and slightly to the south and although it would have a significantly increased extent of development it would be on a considerably lower scale and on hard surfaced areas associated with the golf club. Furthermore, the development would be positioned in the lower part of the site and the surrounding area. To the north there is a large embankment with rising ground and to the south there is rising ground and therefore the development would not be harmful to the openness of the Green Belt and would integrate into the rural landscape.

The proposal therefore complies with the Framework and Policies GB1 and GB2 of the Brentwood Replacement Local Plan.

Loss of existing indoor bowls building

The site is in the Green Belt as defined by the Brentwood Replacement Local Plan. The proposal would result in the loss of a former agricultural building which until May 2017 was used as an indoors bowls club. The building was used by Stonyhill Bowls Club from 1994 to 2017 and is currently vacant. It is understood that former members of the club

have now joined other indoor bowls facilities in the area. The Sports Council consider that the proposal only relates to the loss of a sports facility of local benefit and does not relate to a sports facility of wider strategic importance. Therefore, they do not wish to comment on the application, although they consider the local authority should assess the proposal against guidance contained within Paragraphs 73 and 74 of the National Planning Policy Framework (NPPF).

Paragraph 73 of the Framework states that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Policies (and decisions) should be made on assessments of needs of sports and recreational facilities in the local area. Given the existing bowls club ceased operation and members found other clubs to join, it is considered there is little need for such a provision. The proposal therefore complies with Paragraph 73.

Paragraph 74 of the Framework states that existing buildings should not be built upon unless subject to three criteria. a) the applicant has demonstrated that the building is surplus to requirements, b) the loss of the building would be replaced by enhanced facilities relating to the golf course and c) the proposal includes a new gym facility which outweighs the loss of the existing building. The proposal therefore complies with Paragraph 74 and overall the loss of the existing indoor bowls building is considered acceptable.

Housing Need

The Council currently can only demonstrate a housing supply of 2.67 years which is well below the five year requirement as set out in the Framework. The proposed development will provide 30 dwellings which will make a significant contribution to the Council's housing need. This issue weighs in favour of the development.

Housing Mix

Policy H6 of the Local Plan requires that for developments of six or more dwellings, at least 50% of the units should be small i.e. comprise one or two-bedroom dwellings. Of the 30 dwellings the proposal includes 14 apartments which are either one or two-bedroom units. This represents 47% of the development which is just below the policy requirement. However, given the proposal is just below the policy requirement and from the larger dwellings a significant proportion are three bedroomed, the mix of units is considered acceptable and complies with Policy H6.

Affordable Housing

The proposal is for 30 dwellings and normally Council Policy H9 requires 35% of the total development to be affordable housing (10 dwellings) The applicant has submitted a viability scheme which has been assessed by consultants working for the Council. The viability scheme has now been agreed by the consultants and the applicant's and the

proposal includes the provision of three shared ownership properties, which is considered to be an acceptable provision. To require a greater level of provision would make the scheme unviable and it would not be built.

Design

The proposed development is centered around two courtyards. The north western courtyard comprises seven large detached dwellings and the south eastern courtyard consists of 23 units with a mixture of dwellings and apartments. The part of the site to be developed is set within a slight bowl with land rising in all directions around the site.

The design intent itself, is for contemporary barn style buildings with seamless detail and high-quality materials. The development is set around the principle of rural clusters and courtyards with varying heights. On this basis the detailing, landscaping and materiality is critical to deliver a cohesive scheme. There is little by way of technical design detail within the submission, therefore should the application be recommended for approval the design officer advises that conditions are applied in this respect.

Traffic Impact, Access and Car Parking

The Highway authority considers that given that the proposals are not expected to increase the number of trips to / from the site in comparison to its existing lawful use. Furthermore, the parking provision complies with Brentwood Borough Council's adopted parking standards and the existing site access conforms to current highway standards, from a highway and transportation perspective. The impact of the proposal is therefore acceptable to the Highway Authority subject to conditions. In addition, the proposal would require the diversion of a public right of way which would be dealt with under separate legislation.

Impact Upon Ecology and Biodiversity

The applicant has submitted an ecology report, it concludes that none of the habitats present are considered to be of any importance. The habitats on site comprise buildings, hardstandings, amenity grassland, small areas of shrubs and small trees. The report also states that badgers may venture in the area, therefore mitigation measures should be included which can be dealt with by condition. The proposal involves a significant landscaping scheme which again can be secured by condition.

Flood Risk and Site Drainage

Essex County Council as Local Lead Flood Authority (LLFA) and the Environment Agency have submitted holding objections.

8.0 CONCLUSION

The building was previously used as an internal bowls centre, which has now ceased. Members of the club have found other bowls clubs in the area to relocate. The loss of the bowls club has been mitigated by the provision of a new gym and improved golf facilities. The loss of the existing sports building is therefore considered acceptable.

The proposal is to redevelop a brownfield site in the Green Belt. The proposal would not harm the openness of the Green Belt by virtue of its comparative size compared to the existing buildings in addition to an extant permission on site.

The provision of 30 dwellings will make a significant contribution to the Council's housing requirements.

The proposal will result in a high-quality development which will complement its rural surrounds.

Overall the proposal is compliant with the Framework and the Council's Local Plan policies. The recommendation is therefore to approve subject to a S106 agreement requiring a financial contribution for education and sports provision and the provision of affordable housing.

9.0 RECOMMENDATION

The Application be APPROVED subject to a Section 106 agreement and the following conditions:-

The S106 should include reference to the financial contributions towards education and open space provision and the shared ownership properties.

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out except in complete accordance with the approved drawing(s) listed above and specifications.

Reason: To ensure that the development is as permitted by the local planning authority and for the avoidance of doubt.

3. A schedule of all external surface materials including walls and roofs, and a schedule of all external joinery, indicating the proposed finish and decoration to

be used, shall be submitted to and approved by the local planning authority in writing prior to the commencement of any works. The development shall be constructed in full accordance with the approved details.

Reason: In order to safeguard the character and appearance of the area.

4. Works shall not be commenced until sample panels of 1 square metre minimum shall be erected on site to show areas of new, exterior walling, have been approved in writing by the local planning authority. Where appropriate, these panels shall indicate: brick bond, copings, mortar mix, colour and pointing profile, render mix, finish and colour. The works shall be implemented in accordance with the approved details and shall be permanently maintained as such.

Reason: In order to safeguard the character and appearance of the area.

5. Works shall not be commenced until additional drawings that show details of proposed new windows, doors, eaves, verges, cills and coping to be used by section and elevation at scales between 1:20 and 1:1 as appropriate have been submitted to and approved in writing by the local planning authority. Works shall be implemented in accordance with the approved details and shall be permanently maintained as such.

Reason: In order to safeguard the character and appearance of the area.

6. No electricity, gas or water meter boxes shall be fixed to the external fabric of the building. All electrical and telephone services to the development shall be run underground.

Reason: In order to safeguard the character and appearance of the area

7. All soil and waste plumbing shall be run internally and shall not be visible on the exterior.

Reason: In order to safeguard the character and appearance of the area

8. The development shall not be occupied until details of the treatment of all boundaries including drawings of any gates, fences, walls or other means of enclosure have been submitted to and approved in writing by the local planning authority. The approved boundary treatments shall be completed prior to the first occupation of the development and shall thereafter be permanently retained and maintained.

Reason: In the interests of safeguarding the character and appearance of the area and living conditions of adjacent occupiers.

9. All trees and hedges to be retained, including trees outside the site whose canopies overhang the site, shall be protected by strong fencing, the location and type to be previously approved in writing by the local planning authority. The fencing shall be erected in accordance with the approved details before any equipment, machinery or materials are brought onto the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed within any fenced area, and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the prior written consent of the local planning authority.

Reason: In order to protect trees and hedges of importance to safeguard the character and appearance of the area.

10. Prior to the commencement of the development hereby permitted a scheme of hard and soft landscaping shall be submitted to and approved in writing by the local planning authority. The submitted scheme shall indicate the existing trees shrubs and hedgerows to be retained, the location, species and size of all new trees, shrubs and hedgerows to be planted or transplanted, those areas to be grassed and/or paved. The landscaping scheme shall include details of all surfacing materials and existing and proposed ground levels. The landscaping scheme shall be completed during the first planting season after the date on which any part of the development is commenced or in accordance with a programme to be agreed in writing by the local planning authority. Any newly planted tree, shrub or hedgerow or any existing tree, shrub or hedgerow to be retained, that dies, or is uprooted, severely damaged or seriously diseased, within five years of the completion of the development, shall be replaced within the next planting season with another of the same species and of a similar size, unless the local planning authority gives prior written consent to any variation.

Reason: In order to protect trees and hedges of importance to safeguard the character and appearance of the area.

11. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- i. the parking of vehicles of site operatives and visitors
 - ii. loading and unloading of plant and materials
 - iii. storage of plant and materials used in constructing the development
 - iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 - v. wheel washing facilities
 - vi. measures to control the emission of dust and dirt during construction

- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works
- viii. hours of working and hours during which deliveries may be taken at the site

Reason: In the interests of highway safety, visual and neighbour amenity.

12. The proposed development shall not be occupied until such time as the vehicle parking area including any parking spaces for the mobility impaired, has been hard surfaced, sealed and marked out in parking bays. The vehicle parking area shall be retained in this form at times. The vehicle parking area shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.

To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with Policy T2 of the Brentwood Replacement Local Plan.

13. Cycle parking shall be provided in accordance with the EPOA Parking Standards. The approved facility shall be secure, convenient, covered and provided prior to occupation and retained at all times.

Reason: To ensure appropriate cycle parking is provided in the interest of highway safety and amenity

To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with Policy T2 of the Brentwood Replacement Local Plan.

14. Prior to first occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack for sustainable transport for each dwelling, as approved by Essex County Council.

Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport

15. Prior to first occupation, the existing bus stops on both sides of the A128 Brentwood Road south of the site access shall be improved. This shall include raised and dropped kerbs to facilitate pedestrian and wheelchair access, two new bus shelters, new flags and timetable displays.

Reason: To encourage trips by public transport in the interest of accessibility

16. Prior to first occupation, the proposed new pedestrian footway alongside the site access road and connecting to the bus stops (referred to in section 2 above) shall be hard-surfaced, provided with a minimum 2 metre width for its entire length and include tactile paving at the proposed crossing point as shown in principle in drawing Figure 2.3 (Proposed Footway Connection – Site/A128) in Appendix C of the Transport Assessment.

Reason: To provide a safe link for pedestrians in the interest of accessibility

17. No development shall commence until a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. No dwellings shall be occupied until the works have been carried out in accordance with the approved foul water strategy.

Reason: To prevent environmental and amenity problems arising from flooding.

18. No drainage works shall commence until a surface management strategy has been submitted to and approved in writing by the Local Planning Authority. No hard-standing areas shall be constructed until the works have been carried out in accordance with the approved surface water strategy.

Reason: To prevent environmental and amenity problems arising from flooding.

19. No more than 14 dwellings of the proposed development shall be occupied until the proposed 'D1 use' is first brought into use.

Reason: To ensure that the development is as permitted by the local planning authority and for the avoidance of doubt.

RESL01 No PD for extensions (new dwellings)

20. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking, re-enacting or modifying that Order), the dwelling hereby permitted shall not be extended or enlarged in any way without the prior grant of specific planning permission by the local planning authority.

Reason: To prevent the creation of a dwelling of disproportionate size that would conflict with the policies of restraint within the Green Belt

21. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking, re-enacting or modifying that Order) no development falling within Schedule 2, Part 1, Class E of that Order ('buildings etc incidental to the enjoyment of a dwellinghouse') shall be carried out without the prior grant of specific planning permission by the local planning authority.

Reason: To prevent the construction of buildings which would be harmful to the openness of the Green Belt and that would conflict with the policies of restraint within the Green Belt

Informative(s)

- 1 INF01 Reason for approval (no objections)
Reason for approval: The proposal would accord with the relevant policies of the development plan as set out below.

- 2 INF04 Amendments to approved scheme
The permitted development must be carried out in accordance with the approved drawings and specification. If you wish to amend your proposal you will need formal permission from the Council. The method of obtaining permission depends on the nature of the amendment and you are advised to refer to the Council's web site or take professional advice before making your application.

- 3 INF05 Policies
The following development plan policies contained in the Brentwood Replacement Local Plan 2005 are relevant to this decision: CP1, GB1, GB2, T2, T5, the National Planning Policy Framework 2012 and National Planning Policy Guidance 2014.

- 4 INF16 Section 106
This planning permission is the subject of a planning obligation made under Section 106 of the Town and Country Planning Act and the developer must ensure that the provisions of that obligation are fully implemented.

- 5 INF22 Approved Following Revisions

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

- 6 Anglian Water recommends that petrol/oil interceptor to be fitted in all car parking areas. Failure to enforce the effective use of such facilities could result in pollution of the local watercourse and may constitute an offence.

- 7 Anglia Water also recommends the installation of a properly maintained fat traps on all catering establishments. Failure to do so may result in this and other properties suffering blocked drains, sewerage flooding and consequential environmental and amenity impact and may constitute an offence.

8. The Public Right of Way network is protected by the Highways Act 1980. Any unauthorised interference with any route noted on the Definitive Map of PROW is considered to be a breach of this legislation. The public's rights and ease of passage over public footpath no 59 (Herongate and Ingrave parish) shall be maintained free and unobstructed at all times to ensure the continued safe passage of the public on the definitive right of way.
9. The grant of planning permission does not automatically allow development to commence. In the event of works affecting the highway, none shall be permitted to commence until such time as they have been fully agreed with this Authority. In the interests of highway user safety this may involve the applicant requesting a temporary closure of the definitive route using powers included in the aforementioned Act. All costs associated with this shall be borne by the applicant and any damage caused to the route shall be rectified by the applicant within the timescale of the closure.
10. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway.
11. All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works. The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org or by post to: SMO3 - Essex Highways, Childerditch Highways Depot, Hall Drive, Brentwood, Essex CM13 3HD.

Documents:

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

www.brentwood.gov.uk/planning

Appendix A – Site Map