

SITE PLAN ATTACHED

LAND AT BROOKFIELD CLOSE HUTTON ESSEX

REDEVELOPMENT OF SITE INCLUDING DEMOLITION OF HOUSES AND BUNGALOWS AND DEVELOPMENT OF 62 ZERO CARBON HOMES INCORPORATING EXTENSIONS AND CONVERSION OF COURAGE COURT TO FORM 22 FLATS, CONSTRUCTION OF 16 HOUSES AND 24 FLATS; PROVISION OF OPEN SPACE, LANDSCAPING AND ASSOCIATED WORKS.

APPLICATION NO: 20/01912/FUL

WARD	Hutton Central	8/13 WEEK DATE	7 April 2021
PARISH		POLICIES	
CASE OFFICER	Ms Tessa Outram	01277 312500	
Drawing no(s) relevant to this decision:	Full schedule to follow		

This application is a scheduled Committee item because the application is submitted by the Brentwood Borough Council’s Housing Team and concerns Council owned land.

1. Proposals

Background

This submission has been made by Brentwood Borough Council as part of its Strategic Housing Delivery plan (SHDP), which as part of its remit identified a number of sites across the borough that could contribute to the Councils objective of delivering much needed affordable housing within low carbon emission and ‘green’ developments. Brookfield Close has been identified as the first development site within the Small Sites Affordable Homes Programme which would redevelop an underused area of vacant housing and garages to a zero carbon (in-use) development which delivers a significant proportion of affordable housing (70%) to meet local need.

Overall the proposal would redevelop and refurbish Courage Court to provide 22 flats, provide 16 new built houses; and 22 new built flats to form a mix of 62, 1-, 2-, 3- and

4-bedroom, zero carbon (in-use) dwellings, along with associated amenity space, communal parking and allotments plus parking provision.

Zero-carbon (in use) means the amount of carbon emissions associated with the proposed dwellings and buildings operational energy is zero or negative, with any outstanding emissions being offset by renewable energy sources.

The scheme will demolish 31 existing dwellings, 13 of which are derelict, 6 'owner occupied' dwellings; and to reconfigure and increase the number of existing flats within Courage Court. The development will create a total 62 new flats/dwellings amounting to a net-gain of 15 new residential units on the site. 44 of the new homes will be affordable housing for both existing residents of Brookfield Close and new occupiers on the borough's social housing register, the remaining 18 homes will be sold as market housing.

The scheme can be divided into three areas. The north of the site comprises two new connected four-storey apartment blocks containing a total of 24x 2 and 3 bed flats, with integral south-facing balcony/winter gardens fronting Brookfield Close and a parking and servicing court to the rear.

The central south-eastern area of the site comprises 16 two-storey dwellings of varying size (2, 3 and 4 beds), all of which are provided with rear gardens, separated by an existing tree belt. The dwellings along with the northern apartment block are orientated to achieve passive solar gain in winter and minimise overheating in summer to maximise energy conservation and efficiency in the design to achieve a net zero carbon scheme.

The west portion of the site comprises the existing residential building of Courage Court that is to be retrofitted and refurbished as part of the development proposal to meet Passive House performance standards. The proposed works will include the partial removal of the existing pitched roof and the creation of a fourth floor on the northern wing of the building. The internal layouts will also be reconfigured to provide 22 x 1 and 2 bed flats, communal allotment, balconies and a communal roof garden.

The scheme includes a total of 84 parking spaces to be provided for the new flats and dwellings within designated areas, as well as occupier and visitor cycle parking and mobility scooter storage. Above and under-ground SUDS features such as swales are incorporated taking advantage of the natural levels of the site as well as pockets of recreational open space for the occupiers of the development. The development also seeks to improve pedestrian permeability through the improvement of the 'east-west access' area as well as ecology and biodiversity net gains.

Site Description

The application site is largely owned by Brentwood Borough Council and includes a mix of bungalows (some derelict), a derelict community office, redundant garage blocks,

tenanted and privately owned 2 storey housing and a larger 3 storey flat block (Courage Court) located to the west of the site. The existing 44 garages, many of which are no longer in use, currently attract anti-social behaviour and the 13 derelict bedsits detract from the character and vitality of the area.

The development site is accessed from Hutton Drive off Hanging Hill Lane. Rayleigh Road is located to the north which links to the centre of Hutton, and Shenfield (to the west).

The surrounding development consists of two storey residential properties as well as some three storey apartment blocks within the immediate vicinity. A Tesco Express is located to the southeast of the site on the junction of Hutton Drive and Hanging Hill Lane. Shenfield station is within 1 mile of the application site. Willowbrook Primary School is located directly to the northeast and St Martins Secondary School is to the south, both within walking distance of the site.

2. Policy Context

Brentwood Replacement Local Plan 2005

Policy CP1 General Development Criteria

Policy CP2 New development and sustainable transport

Policy H6 Small Unit Accommodation

Policy H9 Affordable Housing

Policy H14 Density

Policy T2 New development and highways considerations

Policy T5 Parking

Policy T15 Pedestrian facilities

Policy LT4 Provision of open space in new development

Policy C5 Retention and provision of landscaping and natural features in development.

Policy IR5 Energy and Water Conservation and the Use of Renewable Sources of Energy in New Development

Policy IR6 Renewable Energy Schemes

Emerging Local Development Plan (LDP) to 2033:

The Brentwood Replacement Local Plan 2005 remains the Development Plan and its policies should not be considered out-of-date simply because they were adopted or made prior to the publication of the National Planning Policy Framework (NPPF). Due weight should be given to them, according to their degree of consistency with the NPPF - the closer the policies in the plan to the policies in the NPPF, the greater the weight that may be given.

The emerging Local Development Plan went through Pre-Submission (Publication Draft) Stage (Regulation 19) consultation early in 2019 with a further focused consultation, following revisions to the detailed wording of some of the proposed housing allocations, later in the year. The plan was submitted to the Planning Inspectorate in February 2020. The Examination in Public hearing sessions opened in December 2020, concentrating on strategic matters, with hearings on more detailed matters held in February and March 2021, as set out in draft timetabling by the Secretary of State. The Inspector has asked for more information on some issues with further hearing sessions expected to take place in July 2021. Provided the Inspector finds the plan to be sound, it is projected that it could be adopted by the Council towards the end of 2021.

As the emerging plan advances and objections become resolved, more weight can be applied to the policies within it. At this stage there are outstanding objections to be resolved, nevertheless, the 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. While the examination is a further step in progress towards adoption, because the plan has yet to complete its progress through the Examination in Public it is still considered that it currently has limited weight in the decision-making process.

National Policy

- National Planning Policy Framework (NPPF)
- National Planning Policy Guidance (NPPG)
- National Design Guide (NDG)

3. Relevant History

- : - None

4. Neighbour Responses

The application has been advertised by way of 127 individual neighbour letters and four public site notices have also been displayed around the application site.

Where applications are subject to public consultation those comments are summarised below. 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/>

Seven representation letters were received, three of which were in support of the application, three objected to the application and one neither objected nor supported the application but raised a number of queries. The matters raised within the representations include:

Objective Comments:

- brick wall and windows very close to Rayleigh Road properties
- open spaces will raise issues of anti-social behaviour
- Security plans during construction following demolition
- Ongoing noise, dust and disruption
- Increase in traffic
- Strain on local services, health and education
- Height of northern block of flats is out of character
- Flat roofs out of character
- loss of category B trees
- Overlooking and loss of privacy from new dwellings to Hutton Drive dwellings
- Increased activity from access road and parking will be disruptive to Hutton Drive dwellings
- No like for like homes or accommodation being provided by the developer

Supportive Comments:

Amazing that the Council are building to a Passive House standard
Support the principle of the regeneration of a brownfield site
Provision of affordable and market housing is supported
Support a zero-carbon scheme and high environmental sustainability of the buildings
Scheme will provide better homes and green spaces and reduce traffic
The design will immensely improve the area

The application is also accompanied by a Statement of Community Involvement (SCI). The SCI provides further detail on the public consultation exercise carried out by the developer prior to the submission of the application, as well as how the proposals were further refined and adapted following involvement with the community.

5. Consultation Responses

- **Environmental Health & Enforcement Manager:** I release this application with the conditions that a noise survey will be conducted and working times need to remain within the hours permitted.
Additional Comments: I have looked at the contaminated land assessment provided in support of the Brookfield Close development. The report concludes that there are no identified land contamination issues with regard to the former use of the site; it appears that apart from the former school at the site the existing buildings were constructed on former agricultural land with no previous industrial or commercial use.

I am satisfied therefore that there is not a need for a formal contaminated land condition to be required for this site, other than a watching brief in the event of any unknown contamination being found in the course of development that would require assessment and remediation, however this is considered to be unlikely.

- **Highway Authority:** The documents submitted with the planning application have been duly considered and a number of site visits have been carried out. The proposals entail the regeneration of a parcel of land to south and west of Brookfield Close. Currently there are 47 homes in this location plus a redundant garage site. The development will provide 62 new homes resulting in a net increase of 15 dwellings. Aside from the existing garage site, there is very limited off-street parking availability for residents. The proposals help to rectify that issue by the provision of 84 off-street parking spaces for new residents. Although those numbers do not fully comply with Brentwood's adopted parking standards for residential developments, they are considered reasonable given the type of development, the site location and the reduced demand for on-street parking that should result from the new provision. Consequently, from a highway and transportation perspective, the impact of the proposal is acceptable to the Highway Authority subject to conditions.
- **Arboriculturalist/Ecologist:** I agree with the conclusions of the Preliminary Ecological Appraisal that the site is of low ecological value with no significant habitat features present.

The proposed layout has evolved since the last pre-app meeting to take into account concerns raised about awkward areas of open space associated with the trees through the centre of the site. The revised layout has these on the rear garden boundaries with no public access running through. This will reduce the risk of compaction around the roots and antisocial behaviour behind the houses. The revised scheme has resulted in interlinked areas of public realm areas being within the central part of the site. More space has been provided around the trees at the pedestrian access off Hanging Hill Lane. This allows the inclusion of play provision.

The revised layout moved the development further from the Category A tree which will allow it to be a feature tree within the centre of the site. Most of the higher quality trees can be retained. Neither Category A trees will be affected and 3 of the 15 Category B trees will require removal. The loss of the three Category B trees is considered acceptable as it will be possible to mitigate for their removal with new planting delivered as part of the landscape scheme. An arboricultural method statement and tree protection plan is required to ensure that no trees are adversely affected during construction. This can be dealt with by condition.

The details of the proposed landscaping and public realm enhancements are yet to be finalised. These can be dealt with by condition.

There is no objection to this scheme on landscape or ecology grounds subject to the conditions being discharged.

Additional Comments: Since my initial comments were submitted on 19th February 2021 several changes have been made to the proposed layout. The most significant in terms of effects on landscape is the proposal to remove trees from the proposed rear gardens of Plots 49-54. This has been proposed to increase the size of the gardens.

I have inspected the trees closely, having been able to access the rear garden areas. Most of the trees in the row are not of high amenity or arboricultural value given their form. I would not have any objection therefore to their removal. The large oak (T21) however does have good amenity value and having inspected the tree, consider it to be in good condition. I object to the removal of the tree as I do not consider the reason given warrants its removal.

I am surprised to see it proposed to remove the oak while retaining the field maple T22 and two ash T24 & T25 which have generally poor form, with the ash both being multi-stemmed self-sown specimens. If retained, they are likely to require more management works in the short-term. It might be more prudent to consider removing these and replacing with smaller-growing specimens more suited to small gardens.

I note that the landscape plans refer to planting *Carpinus betulus* 'fastigiata' close to the road. I would recommend *Carpinus betulus* 'frans fontaine' instead as it has been shown to maintain its fastigiate form better and therefore will be more suitable for this location.

It is considered that the other changes would not have any significant adverse visual effects on the scheme.

- **ECC SUDS:** Having reviewed the Flood Risk Assessment and the associated documents which accompanied the planning application, we do not object to the granting of planning permission subject to conditions for a detailed surface water drainage scheme for the site. As well as a maintenance plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies and maintenance logs.

Additional Comments: I am happy that the conditions recommended on our previous response can remain as the layout does not alter the surface water drainage strategy. Updates to the layout can be submitted as part of the discharge of conditions submission.

- Anglian Water Services Ltd: Assets:** There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Anglian Water would ask that the following text be included within your Notice should permission be granted.
“Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence”.

Wastewater: The foul drainage from this development is in the catchment of Shenfield And Hutton Water Recycling Centre that will have available capacity for these flows

Used Water Network: This response has been based on the following submitted documents: Revised Flood Risk Assessment. The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection.

Surface Water Disposal: The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer. Anglian Water has reviewed the submitted documents (revised flood risk assessment) and can confirm that these are acceptable to us. We require these documents to be listed as approved plans/documents if permission is granted. Note to applicant – Surface Water Hierarchy evidence will need to be submitted at 106 application stage.
 No condition required. We require these documents to be listed as approved plans/documents if permission is granted. Note to applicant – Surface Water Hierarchy evidence will need to be submitted at 106 application stage.
- Thames Water Development Planning:** No comments received at the time of writing this report
- Schools & Education:** No comments received at the time of writing this report
- Basildon Fire Station:** The proposal does not affect fire service access to existing premises in the vicinity and therefore in compliance with Section 13 (1)(b) of the Act. Provision of Fire Service vehicular access will be expected to meet the requirements of Approved Document B Volume 1, Section B5 / BS: 9991-2015 this may require the inclusion of dry riser / sprinkler installations to address the Section B5 requirements (Section 13 (1)(a) of the Act), Dependant

on method of compliance to be utilised by the developer unless verified by other approved means (i.e. swept path analysis drawing) some modification to landscaping / turning facilities may be required to address vehicular access. Subject to the above conditions being satisfied / maintained the Essex Police, Fire and Crime Commissioner Fire and Rescue Authority therefore has no objection to the application.

Where any development includes flats, mixed use buildings or non-residential buildings further observations on access and facilities for the Fire Service will be considered at Building Regulation consultation stage.

Although it is acknowledged that the proposed development has been identified as being at the lowest level from the risk of flooding (Flood Zone 1) the following statement with regard developments within any level of flood zone including any level of risk from fluvial / pluvial flooding is submitted as part of this consultation. At present, Essex County Fire and Rescue Service (ECFRS) under the Fire and Rescue Services Act 2004 and the Fire and Rescue Services (Emergencies) Order 2007, does not have a statutory duty to respond to flooding issues. Where approval is given to any application that has an element of flooding risk, it is recommended that specialist advice is obtained and acted on accordingly by the applicant to mitigate any risk of flooding to the development in the future (Flood Risk Assessment & Drainage Strategy January 2021 submitted as part of this application / ECC Sud requirements refer in this case).

Water Supplies

Should the application be successful the architect or applicant is advised to contact the Water Technical Officer at Service Headquarters, on telephone 01376-576344 at the earliest opportunity to discuss if addition water supplies / fire hydrants are required to serve this new housing development; if considered necessary the Officer will then liaise with the local Water Authority for the area to make the appropriate arrangements.

Additional comments: Regarding Amended Consultation for Development at Brookfield Close Hutton (Ref 20/01912/FUL) I have no additional comments on the amendments and my previous response of 28th January 2021 remains appropriate.

- **Essex Badger Protection Group:** Thank you for approaching us to review and comment on the above named scheme and for sending a copy of the ecological survey report. The ecological survey is rather vague as to how thoroughly the site was checked for badger field signs as no actual survey outcome data is presented. However, we would not disagree with its initial statement that the area is unsuitable for badgers, nor do we believe any further surveys are necessary at this point. The Essex Badger Protection Group currently has no record of any badger sett close enough to this proposal to be at any direct risk of harm. We therefore have no objection to the scheme as proposed.
- **Essex & Suffolk Water:** No comments received at the time of writing this report

- **Operational Services Manager:** I cannot foresee any issues regarding waste and recycling collections from the proposed development however, there must be unobstructed vehicle access and sufficient turning space to manoeuvre the refuse collection vehicles to access the communal bin area to plots 57-62 and 23-46.
- **Secure By Design:** This appears to be a comprehensive, well designed application and there are a number of key elements which are built into the design, which will assist in providing a safe and secure environment. This development lends itself to Secured by Design principles and we recommend that the applicant progress to the full Secured by Design accreditation, which gives an increased level of security and is designed to address emerging criminal methods of attack.

It is noted that this application has proposals for 46 flats - 22 conversions and 24 new builds. 'SBD Homes 2019' provides full guidance for preventative measures through compartmentalisation and offers bespoke solutions to access control relative to each residential floor of the block. This is a proven technique to prevent unauthorised intrusion and ASB. SBD also provides guidance on flat entrance doorsets, (A Guide to Selecting Flat Entrance Doorsets).

Essex Police has been consulted on this application and discussions were held with architects Hamson Barron Smith on 9 December 2020. Secured by Design was discussed at this meeting, as were a number of individual issues. Essex Police recommended that the originally proposed green space link between the rear gardens of plots 47-56 and plots 57-61 be designed out to remove the vulnerability of unauthorised access via the rear gardens of these properties. It is noted from sections 2.12 and 2.13 of the Design and Access Statement that the revised plans have now introduced back to back housing to provide secure private gardens. However, Essex Police have been unable to ascertain, from the documentation provided, whether there is still a small alleyway between the rear gardens and also between plots 51 & 52. If this is the case, this would provide unoverlooked, easy access to the garden boundary fences of these properties with minimal surveillance capability. Research studying the distribution of burglary in terraced housing with open rear access footpaths has shown that up to 85% of entries occurred at the back of the house. It is preferable that footpaths are not placed to the back of properties. If they are essential to give access to the rear of properties they should be gated, with secure access for residents and approved maintenance only.

It is noted that car parking to Courage Court has been reduced since the early design and there appears to be limited parking to accommodate residents for 22 flats. Insufficient parking allocation may lead to an overspill of parking into the surrounding road network which could potentially lead to neighbour disputes and community tension. The revised plans have introduced parking at the rear of the

new build flats. It is appreciated that, by locating these at the rear, this will improve the street scene but potentially could lead to increased security issues as surveillance will be reduced. It is therefore important that this area is well lit. Dependent on who will manage these blocks of flats, could CCTV coverage be introduced to cover the parking court. Inclusion of sheds for secure cycle storage in the new houses is welcomed but we would like more details of the secure cycle storage, as well as the refuse and recycling storage areas, for the flats.

Further detail is required about postal arrangements for the blocks of flats. 'Through the wall' mailboxes or mailing arrangements in a secure lobby are recommended. Trades buttons are also strongly discouraged. Essex Police, provide a free, impartial advice service to applicants who require advice on Crime Prevention Through Environmental Design and Secured by Design and we would welcome the opportunity to discuss with the applicant the security design aspects of the application to ensure provision of a safe and secure environment for potential residents

- **Open Space Strategy Coordinator:** No formal response has been received at the time of writing this report; members will be updated verbally at committee should a response be received.
- **Mr D Fazey (NHS healthcare):** No comments received at the time of writing this report
- **Housing Services Manager:** Further to your consultation request on the above proposed re-development of Brookfield Close, I can confirm that Housing Services do fully support the application. It is critical that we can increase the supply of affordable and good quality housing provision within the Borough to ease the burden on the Councils waiting lists and reduce and effectively homelessness. Currently, we have 1072 applicants who are registered on the Council's housing waiting lists. 747 applicants are on the housing register and 328 current tenants are on the Council's transfer list. The breakdown of bedroom need is as below.

Bedroom need	Homeseecker	Transfer
1	368	109
2	266	112
3	112	97
4	0	7
5	1	0
Total	747	328

Part of the site includes the Council owned garage site which is in extremely poor condition and due the age and build is no longer fit for purpose. For the most part, it has historically been used for storage purposes rather than vehicular use.

In addition, there has generally been a low demand for these garages, which has attracted an increase in various types of anti-social behaviour in the overall area.

The bungalows to the front of the garage site were decanted by the Council as they as following a structural survey they were found to be unsafe. Prior to this due they were primarily used as temporary accommodation as they did not meet the required decant homes criteria.

A high proportion of residents are likely to be on lower incomes and are reliant on some form of benefit. For some this means that they cannot afford to heat their homes adequately which can cause associated health, social issues and poorly maintained homes.

The approach to deliver carbon zero homes will deliver energy efficient homes by using alternative heat sources and heat recovery systems will result in lower running costs which will reduce the impact of these issues.

The planned regeneration of the site will provide not only work towards assisting the Council in the supply of much needed new affordable, low cost housing, and will benefit the overall wider community in providing a community that they would want to live in.

Design Officer ECC Place Services: The submitted proposal has been updated and developed following two pre application planning meetings and a Quality Review Panel. The following comments are focused on the design, layout and elevations of the submitted layout and supporting information following.

Layout

It is encouraging to see that the layout has been amended following our pre application recommendations. The development layout is divided into three development parcels. The northern portion of the site has a more traditional front/back relationship with neighbouring properties to the northern boundary. There are still several unresolved issues in this location, particularly parking and parking controls, boundary treatments and security and hard and soft landscape treatment and design of the public and private spaces. (See below for further comments on this.)

As with the northern area of the site, the central/eastern development parcel has been amended to create a single perimeter block. Private gardens now back onto private gardens and the proposed dwellings now front directly onto the access streets/parking areas. This development parcel is accessed to south via a small discrete parking court. The rear pedestrian access route to each property in this location raises several concerns regarding safety, security and practicality of use.

Some of the garden sizes are small and narrow in relation to the scale of the dwellings. This issue is compounded by existing trees falling within the private curtilage. Without the appropriate control mechanisms in place, the existing trees

could be in danger of being removed to increase space and light into the gardens.

The western parcel of the site contains the converted Courage Court building. The south and western sides of the building are dominated by the access road and parking. Very little space remains for boundary landscaping at these points to separate the public highway and the site. A small landscaped communal space has been designed into the northern section of this area. Previous points raised regarding security, access and controls are also relevant for this space.

Overlooking and privacy

The compact nature of the development requires a careful approach to overlooking and privacy between the proposed dwelling and existing neighbouring properties, particularly the interface between the northern development parcel and the existing dwellings beyond. The updated layout has addressed the previous concerns regarding this issue. Back-to-back distances, garden size, first floor fenestration positions and boundary treatments all need to be clearly designed to mitigate this.

Connectivity

The proposed connectivity through the site has been updated to reflect comments made at pre application. The central 'open' pedestrian route has been removed, with the main access through the site being the main access road itself. The rear access route to each property in this location raises several concerns regarding safety, security and practicality of use. Can this access be controlled? The north to south access route between Courage Court and the existing dwellings facilitates an existing access route which will remain in place.

Garden size

Garden sizes remain varied, and some plots are quite small and narrow in relation to the scale of the dwellings. This issue is compounded by existing trees falling within the private curtilage. The Courage Court apartments have access to small private outdoor space, but it is still unclear on the current layout how the shared private garden space will function for the 22no. flats. Communal and shared garden spaces can work well if carefully designed. The proposed design and use of the communal garden (in this location) is still a concern, the space seems to be more public open space rather than private communal. Further details are still required to justify this approach.

Bins and bike stores

The indicative locations of the bin and cycle stores have been redesigned and positioned to improve access and functionality. The one exception being the refuse and recycling building in the north easterly corner of the development. Locating the building in this location means that the rear access route into this

area of the site has been designed to accommodate large waste collection vehicles- removing any opportunity to design to a more informal pedestrian scale.

Building typologies

The layout includes a mix of 1, 2, and 3 bed apartments and 2, 3, and 4 bed houses. This housing mix has been determined by the housing need within the borough. This mix includes 44no. (70%) affordable homes with 38no. of the affordable being be social rented, the remaining 6no. being shared ownership or shared equity product.

Elevations

The proposal seeks to utilise an 'Essex' palette of materials including brick, black cladding and white render. The design of the elevations seeks to develop a contemporary approach to the surrounding context of Hutton. The use of brick and render provide a uniformity across the site, linking each of the three development parcels together, whilst surrounding the existing tree planting.

It is clear that the elevations have been designed to accommodate and deliver the zero-carbon requirement of this development.

The refurbished Courage Court has been extended to include an additional storey. Due to this height increase and the proximity to Hanging Hill Lane, I would like to see how the elevational treatment could be varied to help reduce the overall impact of this building. Exploring either alternative materials or using the existing material palette in an alternative way/proportion would be useful to substantiate this additional height/elevation.

The north facing elevation of the proposal apartment block would also benefit from a rethink. Being an important back drop to the northern portion of the site and neighbouring properties to the north, this elevation needs to demonstrate the same attention to detail as the south facing elevation. The proportion of solid to void and limited use of materials make this elevation uninspiring unlike some of the other proposed elevations.

Samples for all materials would be needed to be viewed and subject to planning conditions.

Parking

In general terms, space for parking dominates the proposed development. The layout includes a variety to parking solutions including parking court, on street and on plot. The detailed design of these spaces is critical to the success of the public realm within and surrounding the development.

Opportunities to increase the levels of landscape and planting within the parking areas should be explored further; especially how landscape can be used to help break up the long rows of parking.

Treating the 'homezone' as a single space with landscaping and parking, rather than a road with 90degree parking along one site would help mitigate this impact. A similar approach should be applied to the parking court spaces, using materials, boundary treatments and landscaping to create a space which includes parking, rather than a space for parking.

Parking for Courage Court includes space for only 9no. parking spaces. Where there is a reduction in parking numbers (against policy requirements) a clear justification should be provided, demonstrating the suitable location of the site and number of safe and secure cycle parking spaces.

Visitor spaces need to be shown, as well as the method in which allocated parking spaces are marked. The approach to parking controls will also need to be explained, especially the parallel parking along Brookfield Close itself

It is unclear whether the submitted proposal includes EV charging; this should be incorporated in locations where physically possible to meet the current standards. For a development with Zero Carbon aspirations this would seem like a fantastic opportunity to showcase this evolving technology.

Open space

The approach to the use and design of the public open space is interesting and varied. The amount of proposed uses included within such a small and restricted space is admirable. Management plans, maintenance and ownership of these spaces will be important to ensure they remain and function as planned.

In general terms the proposed development has evolved in a positive way, reflecting comments made at pre application stage and those received from the Quality Review Panel. This response focuses on some further suggested improvements, which look to improve some of the various unresolved areas of the layout and building elevations.

- **Sustainability Officer:** In general, the report demonstrates that the development at Brookfield Close has the potential to meet best practice standards of low carbon, sustainable construction. The report demonstrates that the design team are proposing ambitious approaches to meeting energy on site. There is however a lack of detail given in the submitted document. Further evidence would give peace of mind that the standards set out could be achieved in reality and that any future contractor would not seek to downgrade the ambitions. It is particularly laudable that the proposals for the site:
 - Have sought to retain existing structures where possible and meet best practice levels of performance for retrofit as well as new build; and
 - Intend to monitor both energy performance and comfort over several years.Although more clarity on this commitment would be welcome.
(the full consultation response is available to view via public access)

Additional comments: The scheme presented is of a high quality, represents a best practice approach to energy performance, and the overall sustainability objectives should be fully endorsed. There are however a few areas that have not been fully explored or where insufficient detail has been provided at this stage. It is believed that this can be dealt with through appropriate planning conditions and therefore avoiding the need to delay the application significantly.

6. Summary of Issues

Principle of development and regeneration

The site is located within an existing residential area in the built-up area of Hutton. The development plan does not contain any site-specific policies for the land and the site is not within proximity of any heritage assets or protected designations. The existing community office is currently derelict, its previous use was an office and was not utilised as communal space or hall. As a result, the development would not amount to the loss of a community asset.

The NPPF actively encourages the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; including efforts to bring back into residential use empty homes and other buildings, supported by the use of compulsory purchase powers where appropriate.

The regeneration of Brookfield Close would contribute to meeting these national aims. The provision of market housing and much needed affordable housing would be a significant benefit to the borough as well as the added long-term advantages of a zero-carbon (in-use) development and the retrofitting of existing housing stock (Courage Court). The principle of re-developing the site for residential purposes to maximise the use of an under-achieving brownfield site is therefore acceptable and supported.

Housing Policies

Density

Local Plan Policy H14 states that the Council will expect any proposal for residential development to be of an appropriate density that makes efficient use of land with densities to be no less than 30 dwellings per hectare and 64 dwellings per hectare in central areas or those with good levels of accessibility.

The proposed re-development would increase the density of the site from 39dph to 51dph, making a more efficient use of the land within what is a suburban residential estate. The increase is not considered to be out of character with the density of surrounding development, for example the comparable parcel of land to the south comprising two-storey dwellings and the flatted development of Tower House has a

density of 60dph. The development is of an appropriate density that would accord with local policy H14 and the aims of paragraph 11 of the NPPF.

Mix and Affordable Housing

The proposal seeks to provide a mixed residential development comprising 19 x 1 bed units, 29 x 2 bed units, 8 x 3 bed units and 6 x 4 bed units, of both affordable and market housing, as set out in the table below:

Housing Type	Market Housing		Affordable Housing	
	No of units	%	No of units	%
1 Bed	0	0%	19	43%
2 Bed	10	56%	19	43%
3 Bed	6	33%	2	5%
4 Bed	2	11%	4	9%
Total	18		44	

In terms of the requirement for size mix within the Borough, BRLP policy H6 has been superseded by the Council's more up to date evidence based Strategic Housing Market Assessment (SHMA) 2016 which outlines the evidenced need of both market and affordable housing requirements for the borough.

The market housing mix is consistent with the SHMA of the Borough with a high percentage of two and three bedroomed properties.

In terms of affordable housing, policy H9 of the adopted local plan requires a minimum of 35% of the total number of residential dwellings to be provided and maintained as affordable housing, and, as identified within the SHMA, a tenure split requirement of 86% Affordable/Social Rent and 14% as other forms of affordable housing (this includes starter homes, intermediate homes and shared ownership and all other forms of affordable housing as described by national guidance or legislation).

Clearly the scheme, as set out at the top of this report, is designed in response to the critical need for more and improved affordable housing within the Borough. The proposed development would exceed the 35% policy requirement, proposing 70% of the scheme for affordable housing. 38 of the affordable units (70%) are allocated as social/affordable rent and 6 units (30%) are earmarked for low-cost homes/shared ownership.

The planning statement also identifies that all dwellings are provided to accessibility standard M4(2) which is the modern equivalent to the 'Lifetime Homes' standard and a proportion of the affordable housing units (5%) will be built to M4(3) wheelchair user dwelling standard.

The scheme represents a unique opportunity for Brentwood Council to build, manage and retain its own affordable housing stock using its own asset, resulting in an inclusive and tenure blind affordable housing led scheme.

The development has been specifically designed to meet the Council's housing needs in this part of the borough by upgrading accommodation for existing tenants and provide new housing for those waiting on the affordable housing register. A further benefit is that it would increase the overall housing supply in the borough. The proposed development complies with local policy H6, H9 and H14 and accords with the SHMA by way of its proposed mix and tenure and through its affordable housing offer, the approval of which would be of a significant public and social benefit to the borough that weighs heavily in favour of the development.

Sustainability

The NPPF at paragraph 148 requires the planning system to support the transition to a low carbon future in a changing climate, encourage the reuse of existing resources and conversion of buildings and to support renewable and low carbon energy schemes and associated infrastructure.

The regeneration of Brookfield Close seeks to deliver an exemplar zero-carbon (in-use) development. Zero Carbon (in-use) relates to the operational carbon of the development. A net zero carbon building is highly energy efficient and powered from on-site and/or off-site renewable energy sources, with any remaining carbon balance offset.

The proposed development will achieve net-zero (in-use) carbon emissions through a number of various measures and technologies. The layout, appearance and orientation of the buildings have been designed to maximise energy conservation and efficiency through a fabric first (Passive House) approach. This method results in highly, insulated, air-tight buildings, which are very energy efficient and significantly reduce the energy requirements of the homes and subsequently reduce operational costs for the future occupiers.

Other measures proposed to achieve the zero carbon aims of the development include mechanical ventilation with heat recovery (to ensure heat is not lost through the building fabric and air flow is filtered from pollutants), ground source heat pumps (to supply renewable and efficient heat and water to each home), wastewater heat recovery systems (repurposes wasted shower water back into the mains supply) and LED, low energy lighting to be installed both internally and externally throughout the development. The small amount of energy consumed by the homes would be off-set by onsite renewables, in the form of PV panels mounted on the roofs of the buildings.

The development also seeks to improve water management and efficiency to limit water use, dispose and reuse of surface water and collect and recycle rainwater. The measures will reduce flood risk both on site and the surrounding area, improve water quality, and provide biodiversity benefits.

Whilst the development focuses on operational carbon, embodied carbon (carbon emissions relating to the construction of a building), would also be minimised as much as possible through the regeneration of the site. The retrofitting and refurbishment of Courage Court to a 'Passivhaus EnerPHit' standard, rather than the demolition and replacement of the building, is a key part of the regeneration proposal to minimise the embodied carbon from the development. Construction waste is also set to be minimised as much as possible and can be secured through a condition for a construction waste management plan.

The Sustainability Consultant has advised the scheme presented is of a high quality and represents a best practice approach to energy performance. Certain areas of the scheme require additional detail to ensure the aims and intent of the zero-carbon in use development are achieved and to future proof the development for its occupiers. Such details can be secured and provided through condition.

In summary, the development represents a modern and energy efficient zero-carbon housing scheme that incorporates low carbon and renewable technologies, exceeding the requirements of local policies IR5 and IR6, 'emerging' Local Plan renewable energy policies and government guidance outlined within chapter 14 of the NPPF and R1 of the National Design Guide.

Design, Character and Appearance

Scale and Form

The proposed development can be divided into three different areas of built form, with pockets of public and communal open space, private amenity area and allocated parking areas.

The northern apartment block is four storeys in height, but makes use of the decreasing land levels to the north. As a result, the building would be of a similar height to the adjacent three storey apartment block to the east in Rosen Crescent and follows the same building line.

Courage Court would be retrofitted, and an additional floor added to the northern wing of the building, creating a flat roof and small roof terrace. The additional floor would replace the current pitched roof of the building and therefore increases in height and scale would be minimal, with only a 1.5metre increase in height across the majority of the north wing and a slightly greater increase for the area comprising the access core and lift overrun (3.2m). No increases in footprint or extension of the building are proposed.

The central part of the site consists of 16 two storey dwellings which follow the route of Brookfield close and back onto an existing tree belt. The dwellings are formed of two

lines of terraces to improve the form factor of the dwellings to maximise energy efficiency to achieve the Passive house standard and one detached dwelling is located within the south-east corner. The site sits on a hill gradually sloping downwards from the south to the north, as a result the north line of terrace dwellings is sited at a much lower land level than the southern row of 4 beds dwellings, following the natural land levels of the site. The introduction of two storey dwellings here would be greater than the existing bungalows and garage buildings that they are replacing but would accord with the scale of the existing two storey dwellings in Hutton Drive, Brookfield Close and Rosen Crescent.

Overall, it is not considered that the form or scale of the development proposed would be out of keeping with surrounding area. The Design Officer has raised no objection to the flat roof design of the flatted blocks, which have zero-carbon and biodiversity benefits through the creation of green roof. Although the scheme varies in scale and height, overall it would reflect the local streetscape, which comprises both linear 3 and 4 storey apartment blocks and two storey housing.

Layout and Orientation

The proposed layout has also been designed to establish a strong sense of place, using the arrangement of streets and green spaces to create an attractive neighbourhood setting that is safe, inclusive and accessible. Pedestrian permeability is improved with access being provided east to west, from hanging hill lane towards Willow brook Primary School and north to south towards Hutton Drive and Tesco Express.

The proposed dwellings and northern apartment blocks have been positioned and orientated to optimise the potential for passive solar gain in winter and minimise overheating in summer to maximise energy conservation and efficiency in the design to achieve Passive House standards and meet the zero-carbon agenda of the scheme. This has resulted in the majority of homes benefitting from a solar facing elevation creating light, comfortable and healthy living environments. All of the northern apartment units benefit from south facing winter gardens/balconies. To manage heat risk, some of the properties have been designed with projecting white screens which serves as a shading device to address overheating to the south elevation, the retention of the central tree belt also adds to assist in shading during the summer months.

The ambitions to maximise the potential of the site, achieve passive solar gain and increase densities to achieve a high percentage of Council owned affordable housing has amounted to some of the amenity standards of the proposed dwellings being somewhat compromised (which is discussed further below), resulting in reduced size gardens and back-to-back distances than allowed for in local guidance. Amendments have also been made to improve the neighbour relationship between plot 61 and 62, to include obscure glazing, directional angled windows and landscaping to achieve acceptable living standards.

The position of plot 62 is also slightly at odds with the remainder of the development and would project forward of No.28 Hutton Drive. However, the design and position of the proposed dwelling would not be materially worse than the existing line of dwellings that are to be demolished, which also project forward of No.28 Hutton Road and the improvements in soft landscaping to the frontage and side of the plot would ensure the dwelling would sit comfortably within the street scene and not appear cramped.

High density development and small gardens sizes are not uncommon within this area or at odds with the existing pattern of development, as evidenced by dwellings within Rosen Crescent and Hutton Drive directly to the East and South of the site. Therefore, the layout and position of the dwellings is not considered to be out of character or lead to an unacceptable detrimental impact on the visual amenity of the surrounding area, compared to the existing situation.

Appearance

The design and appearance of the dwellings has been guided by Passive House standards. The affordable housing would be well integrated into the scheme and be tenure blind in terms of appearance, build quality and materials.

All proposed buildings are related in their appearance, are of a similar style and material palette resulting in a cohesive character while the form remains simple and incorporates a traditional Essex palette of brick houses and garden walls, render and tiled pitched roofs all of which are sympathetic to local character and identify with the surrounding context. The Design Officer has not objected to use of black boarding but his view was that alterations could be made to the facades to reduce the appearance of bulk. The height of Courage Court along with the northern apartment block are considered appropriate, but further detailing around materiality and the facades can be dealt with via condition.

Courage Court will receive façade improvements to reflect that of the proposed new development that will not only provide greater energy efficiencies to the building but also provide a modern renewal, whilst still retaining its original character.

Landscaping and Public realm

The footpaths and public open spaces have been designed to be overlooked by dwellings and promote social interaction, in line with the aims of the National Design Guide. This would allow natural surveillance of public spaces to prevent crime and disorder, which has been identified as an existing issue within the disused garages portion of the site. The pedestrian access to the rear of the terraces will be gated and fobbed for residents of the dwellings only, in line with the comments of the Secure By Design and Design Officer, which can be secured via condition as part of an estate management plan. Similarly further details of hard and soft landscaping, open space features, allotments, boundary treatments and lighting can be conditioned into any grant of approval. Matters relating to trees are outlined further below.

Summary

The scheme overall is exemplar in its zero-carbon ambitions and demonstrates a high-quality passive house design that would conform with paragraph 131 of the NPPF which states that great weight should be given to outstanding or innovative designs which promote high levels of sustainability, so long as they fit in with the overall form and layout of their surroundings.

The 'emerging' Local Plan classifies Hutton as an urban neighbourhood where development is acceptable and opportunities should focus on making the best use of land, with higher density and brownfield redevelopment being prioritised, consistent with local character. Therefore, when taking the scheme as a whole it is not considered the identified deficiencies in layout would be so adverse, to outweigh the overall design of the scheme. The overall regeneration of the site would result in a significant enhancement and improvement to the appearance, character, and sense of place of the Brookfield Close Estate. The development is therefore considered to comply with local policy CP1 (i) and (iii) of the local plan, chapter 12 of the NPPF and the National Design Guide, subject to conditions.

Impact on Neighbour Amenity

Overbearing Impacts, Outlook and Light

The proposal seeks to retain and renovate Courage Court with the structure, access cores and much of the external fabric to remain. The internal layouts will be reconfigured but there would be no enlargement of the footprint of the building and the fenestration pattern is similar to that of existing. The increase in height would be minimal and would not amount to any adverse impacts on occupiers of neighbouring properties.

To prevent overshadowing of neighbouring properties the four-storey apartment block to the north of the site is positioned between 15 and 18 metres from the northern boundary, with a parking court to the rear of the proposed building. The land levels of the site also result in the building being partially submerged into the ground level as such the height of the building would appear reduced. It is not considered the building is of scale or position that would amount to a material overbearing impact, loss of light or outlook to neighbouring properties in Rayleigh Road or the adjacent flats in Rosen Crescent.

A daylight/sunlight model has been produced at the request of the LPA to understand the impact of overshadowing and light on the occupiers of No,4, 6 and 8 Hutton Drive, from the flank wall plot 57, which would be positioned within 1metre of the shared boundary. BRE is not adopted by the Council but is nationally recognised best practice guidance for site layout planning in relation to sunlight/daylight and overshadowing, endorsed by the Essex Design Guide.

The drawing produced demonstrates the overshadowing that would occur at four different times of day (8:00; 11:00; 14:00; & 17:00) on 21st March. This date is considered the best for which to prepare overshadowing models, in line with BRE standards as it gives an average level of shadowing throughout the year. The model demonstrates that Plots 4 and 6 would experience overshadowing of the entire rear garden and up to the rear of the dwellings in the early morning, but this would be entirely dissipated by mid-morning, and adequate sunlight would be achieved for a majority of the day. The loss of sunlight that would be experienced by the occupiers would thereby meet the BRE Guidance under section 20.3.3.17 which provides a good indicator that the proposed development would not amount to an unacceptable loss of sunlight or a level of overshadowing that would detrimentally impact the living conditions of these neighbouring occupiers.

A sectional elevation has also been submitted showing the flank of plot 57 and the 4-8 Hutton Drive dwellings. BRE guidelines indicate that adequate daylight in interiors is achieved at an unobstructed 25° angle from the centre of the affected neighboring window. If the 25-degree angle is not obstructed the impact on light is considered acceptable and no further analysis is required.

The flank façade of No.57 varies in height and roof pitch. The windows of No.4 or 8 Hutton Drive would not be adversely affected, as a result of the position of No.57. However, the roof of no.57 at its highest point (ridgeline) would appear to marginally intercept the 25degree angle in relation to No.6 Hutton Drive but the roof height at the centre of No.6 Hutton Drive's main double ground floor window would not be intercepted. The impact on daylight to the occupiers of No.6 is therefore considered marginal. However, given no further analysis in terms of Vertical Sky Component has been provided, the potential harm through a loss of daylight to No.6 is weighted in the planning balance at the end of this report.

It is not considered the position of the other proposed two-storey dwellings would lead to any overbearing impact, loss of light or outlook to any other adjacent neighbouring properties.

Overlooking and Privacy

Given the urban residential setting and high-density nature of the development (50dph) a degree of overlooking cannot be avoided, as outlined within the Essex Design Guide.

The proposed apartment block to the north has been designed to minimise overlooking to the Rayleigh Road dwellings behind. The rear windows of the western block only serve bathrooms or kitchens, none of which are habitable rooms and the building is positioned a minimum of 15metres from the rear boundary, in line with design guidelines. The adjoining eastern block is positioned further forward, creating a distance of between 18 and 21metres from the rear boundary and also predominately serve bathrooms and kitchens, with the exception of four, small secondary bedroom windows to four of the units (one of each storey); to the units furthest east. The back-to-back

distances from these habitable bedrooms to the rear of the affected dwelling in Rayleigh Road, exceeds 50m, significantly greater than the 35 guidance for upper storey flats outlined within the Essex Design Guide.

Therefore, given the proposed window placement, internal layouts and distance to boundaries which meet Essex Design Guide standards, it is not considered the northern apartment block would lead to adverse levels of material overlooking or loss of privacy to Rayleigh Road properties and would not be materially worse than the overlooking precedent already established between Rayleigh Road properties and the adjacent three storey apartment block in Rosen Crescent.

The refurbishment of Courage Court would result in alterations to fenestration, the addition of a number of balconies and an area of the roof would be reserved for communal space. All of these viewpoints overlook the public realm and frontages of dwellings and therefore would not amount to any material increase in overlooking or loss privacy. A degree of overlooking may occur to the garden of 14 Barrington Court as a result of its position fronting Hanging Hill Lane, but this would not be greater than what already occurs from the windows of the existing residential units.

The proposed two storey dwellings within the central area of the site, present greater overlooking and inter-overlooking issues, deriving from the layout of the development and high-density nature of the scheme and surrounding area. The first-floor flank window serving a bedroom of plot 47 has been repositioned to the flank wall, that would remove any direct overlooking to the garden of No.4 Hutton Drive.

The occupiers of dwellings within Brookfield Close to the east of the site would not be impacted by the development in terms of overlooking or a loss of privacy.

No16-28 Hutton Drive currently adjoin the dis-used garages at the rear of the site. These properties as existing have very small and shallow rear gardens, which are protected to a degree from the existing boundary treatments in place. The position of the proposed dwellings plots 57-62 would front the rear boundary of these Hutton Drive dwellings and a level of mutual overlooking between the existing and proposed units would occur.

The Essex Design Guide advises that where new development backs on to the rear of existing housing, existing residents are entitled to a greater degree of privacy to their rear garden boundary of at least 15m. In this case a minimum of 18metres would be retained, with the exception of plot 62 that would be within 13metres; but at an off-set angle, whereby the distance is reduced. No.28 Hutton Drive also benefits from a larger rear garden that extends to the side of the dwelling and is protected by mature vegetation. 3 out of 4 of No.62's front windows can also be conditioned to be obscure glazed as they serve non-habitable rooms/bathrooms or are served by secondary windows. The window to remain would not directly face No.28 and as a result there would be no direct inter-overlooking between first floor windows of these two dwelling, that would lead to a loss of privacy.

Regardless is it considered a level of mutual overlooking would occur from the development which is weighted in the planning balance at the end of this report.

Other Matters

Amendments have been made to the layout to protect the access of the existing driveways of No.8-12 Hutton Drive. The dwellings as existing benefit from a dropped kerb but utilise an informal crossover over a pedestrian footpath. The proposed development seeks to improve this situation through the creation of shared surface to allow continued access of the existing dwellings driveways and the off-street parking provision.

Living Conditions of Future Occupiers

Internal Space

All units would be of a size that meet the Government's technical housing standards in terms of internal dimensions (most of which exceeding minimum standards) and all habitable rooms are provided with a degree of light and outlook. The Passive House design of the dwellings would also provide healthy units of accommodation, that have filtered air circulation and are well insulated, energy efficient and affordable to run.

Amenity Provision

All of the proposed flats within Courage Court and the new apartment block to the north are provided with balconies 5sq.m in size or more which is considered acceptable for flatted accommodation. Residents of Courage Court also have access to a shared external roof garden that would provide further semi-private amenity space.

A handful of the garden sizes of the proposed two-storey dwellings are below the minimum standards outlined within the appendix of local plan. Small gardens are not uncommon within this part of Hutton and within high density developments of this nature. However, minor amendments have been made to the layout to increase the garden sizes from that originally proposed. Following the amendment, some of the gardens would remain small, but would be of a shape and design that is usable for residential purposes and all gardens could accommodate small sheds/cycle storage.

To provide compensation where some gardens are smaller, the development also provides areas of informal open space, site furniture and small areas of play (to be agreed via condition). Communal allotments for growing plants and vegetables are also proposed for residents of the development. As a result, it is considered the development overall would be able to provide satisfactory amenity provision for the future occupiers.

Inter-Overlooking and Privacy

The two storey dwellings of plots 47 to 61 would have back-to-back distances below the minimum guidance standard (25m). However, given the off-set position and angle of plots 52-56, it is considered only 5 of the plots (48,49,50, 57 and 58), may experience levels of mutual overlooking that would be below design guidance. The retention or replacement of the existing and mature tree belt would aid in reducing overlooking into rear private amenity space and provide residents with a degree of privacy. As outlined, a degree of mutual overlooking within high density urban developments of this nature is inevitable and the overlooking that would occur between these 5 units is not considered to be detrimental to future residents, all of whom would experience a private space as a new occupier.

As indicated within the design section of this report, the relationship between plots 61 and 62 is constrained as a result of the fixed southern orientation, amounting to obscuring and angling of windows and reorientating internal layouts to mitigate inter-overlooking between the two units. The minor amendments made would largely overcome the amenity issues raised and both units could as a result provide satisfactorily living conditions for the future occupiers.

Summary

In summary, the scheme as a result of its high density would lead to some deficiencies in amenity standards, but where possible this has been minimised through design. Overall, it is considered that the proposal would not have an unacceptable detrimental impact on the general amenities of neighbours by way of lack of privacy, overbearing effect or general disturbance. The mutual overlooking to Hutton Drive properties and between the proposed two storey dwellings is weighted within the planning balance along with the marginal impact on daylight to No.6 Hutton Drive.

Trees and Landscaping

The application is supported by a tree survey and arboricultural impact assessment has been carried out. The Councils Arboriculturalist has advised the scheme would be positioned a sufficient distance from the existing Category A tree and would allow it to be a feature tree within the centre of the site. Most of the other higher quality trees can be retained, including the other category A trees and 12 out of the 15 Category B trees. The Arboriculturalist has advised the loss of the three Category B trees is considered acceptable as it will be possible to mitigate for their removal with new planting delivered as part of the landscape scheme.

A positive aspect of the scheme was the retention of the established tree line between plots 49-61, the benefits of which are reiterated throughout the applicants planning statement including the importance of shading during summer months, in line with the passive house intentions. However, the constraints of the site have put pressure on the developer to remove a number of the trees, to allow for larger more usable gardens and reduce future maintenance for residents. The Councils Arboriculturalist has advised a number of these trees could be removed and replaced by smaller specimens as they

are not of a high amenity value and do not have a long-life expectancy (less than 5 years) as they include ash which are prone to disease, and some are self-sown specimens with poor form. If the trees are retained, then there would be a pressure to remove them at a later stage. The applicant has provided a schedule of replacement trees to mitigate for the existing trees removal but to retain the identified benefits of a tree group within this area of the site. However, the replacements proposed on drawing 00 DR L 002 P04, are very small and add little in terms of screening or amenity value. Therefore, to ensure suitable and large enough replacement species are provided, a condition for a landscaping scheme is required whereby further details of replacement and proposed trees can be agreed by the LPA.

Furthermore, whilst, the mature established trees provide valuable carbon off-setting, the number of replacement trees across the development would exceed the number to be removed and would provide an increase in carbon offsetting across the lifetime of the development. No objections are therefore raised in this regard.

Subject to landscaping and tree protection conditions the development would accord with local policy C5 and would provide an enhancement in soft landscaping features across the development site overall.

Ecology

A Preliminary Ecological Appraisal (PEA) has been submitted as part of the application which summarises that the site has no specific ecological value with no significant habitat features present.

As the proposal includes the demolition of a number of buildings, including some derelict buildings additional bat surveys are required prior to demolition, in line with the recommendations of the PEA and appropriate mitigation should any be found.

The proposed development also proposals bird and bat boxes and hedgehog fences as part of the development to provide a biodiversity enhancement within an urban environment along with native plant species integrated into the landscape, which is supported by the local ecologist. Details of these can be secured and provided via condition. Further enhancements are also achieved through the SuDs swales feature and proposed green roof to Courage Court.

In summary the proposal would not result in detrimental harm to protected species, subject to additional bat surveys, and seeks to provide a small biodiversity net gain in compliance with local policy C5 which states development schemes should also consider opportunities for additional habitat creation in any proposals.

Access, Parking and Highway Considerations

It is intended that the existing accesses to the site would be used to serve the residential properties and parking areas. The existing access from Hutton Drive would

be extended to serve the car parking area for Courage Court. The existing access from Brookfield Close to the garage block would be utilised for the two-storey housing in the centre of the development and the proposed housing to the north would be served off of Brookfield Close and a new crossover would be created.

Revised plans have been received during the lifetime of the application which have made minor amendments to the layout requested by the Highway Officer, to ensure adequate and appropriate accesses and sufficient clearance behind parking bays to ensure they are usable. The development is not anticipated to result in any significant traffic congestion and the improvements in off street parking provision would aid in reducing congestion.

In terms of parking allocation, the following is provided:

- The north apartment block provides 32 spaces within the parking court for the 24 units, (underprovides by 16 spaces)
- The two-storey housing is provided with 43 spaces for 16 units (overprovides by 11 spaces)
- Courage Court provides 9 spaces for the 22 units (large under-provision)

The linear row of parking opposite the northern block could be partially utilised by occupiers of the proposed northern flats and dwellings. In which case the car parking provision for these two areas of the scheme would almost meet the full parking provision requirement outlined within the adopted parking standards, which is acceptable given the dense nature of the scheme, high level of affordable housing proposed and areas allocated for open space.

Courage Court as existing has no formal parking provision for the residents of the building. The existing access area on Hutton Drive provides some informal parking for approximately 6-7 cars, but this results in unlawful parking, parking over verges and blocking accesses. The proposed development seeks to improve the situation by providing 9 dedicated parking bays, including the relocation of the 2 disabled bays for the residents of the existing bungalows, whom are to be transferred to two of the ground floor units of Courage Court.

The Highway Authority raised no objections to the proposed level of parking for the existing and future occupants of the development or the design and layout of the scheme. The Highway Officer advises that aside from the existing garage site (which is not suitable for modern day vehicles), there is very limited off-street parking availability for residents within Courage Court or Brookfield Close as a whole. The proposals help to rectify that issue through the provision of 84 off-street parking spaces for new residents. Although those numbers do not fully comply with Brentwood's adopted parking standards for residential developments, they are considered reasonable given the type of development, the site location and the reduced demand for on-street parking that should result from the new provision.

Furthermore, the adopted parking standards allows for a reduction to the vehicle parking standard, particularly for residential development within urban areas, that have access to frequent and extensive public transport and cycling and walking links, accessing education, healthcare, food shopping and employment. Brookfield Close could be considered to meet a number of these aims and is a walkable neighborhood with access to schools and convenience stores, a main railway station and bus links all within walking distance. There is also evidence to demonstrate that car ownership within this socio-economic group is much lower than national standards, Courage Court is proposed to be entirely affordable, as such the car ownership as demonstrated by the existing provision is anticipated to be lower than average.

Brookfield Close is a project that is being championed for its exemplar approach to sustainability, with a requirement to be zero carbon. To be consistent with the zero-carbon approach, not only do the environmental aspects of the housing development need to be considered but also enabling sustainable home and lifestyle for the residents. This includes the encouragement of walking, cycling and use of public transport, where possible.

The scheme seeks to encourage and improve walkability in accordance with local policy T15 and CP2, fully complies with cycle parking requirements for both occupier and visitors and also provides storage for mobility scooters for occupiers of Courage Court. The scheme also proposes a dedicated space for parking of a 'community shuttle bus' and bus stop, should a small network of local 'green' community buses come to fruition in the near future. EV charging facilities are also proposed in 10% of the parking bays and all bays would have infrastructure for EV charging points as demand increases in the future. Lastly, the design allows for parking to be designed out and replaced with landscaping features, should car ownership decrease in the future. An indicative 'transitional' plan was submitted to the LPA to demonstrate for such a scenario.

In summary, in line with the recommendations of the highway authority and subject to conditions the proposed regeneration scheme would improve existing car provision for the site and seeks to promote more sustainable modes of transport. The development thereby accords with local policy T2, T5, T15 and CP2 and chapter 5 of the NPPF.

Other Matters

Noise and Lighting

The proposed regeneration for residential development is not anticipated to generate any excessive noise, the Environmental Health Officer in their original response recommend a noise survey but this is not considered necessary, as the only noise would be from construction which can be dealt with via a construction method statement, to control working hours and noisy operations.

The access road to the parking forecourt behind 16-28 Hutton Drive utilises the existing access for the garages, the precedent of vehicles and an access road behind these

dwelling is already established. The creation of a parking forecourt would increase vehicular activity as the garages are largely disused, however it is not considered the level and nature of parking for residential use would be so disruptive to the amenities of neighbouring occupiers that it would be considered unacceptable.

The parking forecourt at the rear of the northern apartment block is a significant distance from the rear of Rayleigh Road dwellings for the living conditions of the occupiers to be adversely affected by way of noise or disturbance. It is intended that the car parking areas will have new low-level bollard lighting. A lighting scheme has been submitted, further details of which can be detailed as part of a condition to ensure light spill into adjacent properties is minimised, whilst providing adequate security for residents.

Contamination

The contamination report submitted concludes that there are no identified land contamination issues with regard to the former use of the site. The Environmental Health Department are satisfied that no further formal contamination remediation is required other than a standard condition that will be activated in the unlikely event that unexpected contamination is found.

Flood Risk and Drainage

The application site is within flood zone 1 and is at a very low risk of both fluvial and surface water flooding, a very limited area to the north is identified as having a low risk of surface water flooding. A surface water drainage strategy has been submitted as part of the application submission and has been updated to reflect the minor amendments made to the layout made during the lifetime of the application.

The surface water drainage strategy provides a variety of Sustainable Drainage Systems (SuDs) that include swales, underground modular storage, areas of permeable paving and green roof to the flat blocks; in order to manage water and prevent flooding, both on and off site. The drainage strategy makes allowances for climate change and increased rainfall, providing a betterment over the existing site.

Anglia Water and the LLFA and have raised no objection to the drainage strategy subject to conditions for a detailed surface water drainage scheme, maintenance plan and maintenance log.

Open Space

The proposed development seeks to deliver a more efficient use of the land to allow a high percentage of affordable housing, therefore there is limited space for larger areas of open space and play provision. However various pockets of open space are proposed as part of the regeneration of the site (approximately 12% of the site area). These include informal open space and improvements to the pedestrian entrance of the site from Hanging Hill Lane and communal allotments around Courage Court for the use

of the residents of the development. Areas have also been earmarked for play and/or 'furniture' and communal features to the frontage of the northern apartment block. The developer has advised the type of equipment/street furniture would be subject to consultation with the future occupants of the development, to ensure it is necessary, well used and meets local needs. Details of the location and placement of such facilities can be secured through condition.

Local policy LT4 states Developers of residential sites greater than 1.0 ha. (or 50 units) will normally be required to provide a LEAP with a minimum area of 400 sq.m and 5 types of play equipment (either on-site or off-site) and at least 1 LAP on-site with a minimum area of 100 sq.m and make a financial contribution towards the provision of a NEAP.

However, this is a regeneration scheme, with a net-gain of only 15 new units. The requirements should therefore be proportionate to the scheme and are reduced. In addition, the expense and maintenance of such equipment, allotments and open space would be maintained and managed by the HRA as part of a management plan for the development and not the Council's general fund. The Committee will be updated verbally but in principle the Open Space officer has confirmed that no further open space contributions will be sought.

Overall, the proposed redevelopment would deliver functional and manageable areas of open space on site which would enhance provision in this area of the site to the benefit of the future occupiers and surrounding residents of the estate. The development would thereby meet the overall aspiration of policy LT4 of the Local Plan.

Contributions

As outlined above, no additional contribution is required towards open space, which is to be provided on site and maintained by the HRA fund. Furthermore, Education and Health Care have been consulted as part of the application, neither of which have requested a financial contribution as the net-gain of 15 additional units is below the threshold to generate a contribution.

Planning Balance and Conclusion

The report identifies that the layout of the scheme is slightly constrained by the quantum of development, in particular the two-storey housing component which would lead to levels of mutual overlooking between 16-28 Hutton Drive and the new occupiers of the development, a marginal impact on daylight to No.6 Hutton Drive and reduced back-to-back distances and small garden sizes would also occur to a handful of the proposed two-story dwellings.

However as outlined, a degree of mutual overlooking is expected and would be unavoidable for a residential infill scheme of this nature located in the suburban settlement area of Hutton. The layout, design and density of the scheme is not

considered to be out character with the surrounding area and all proposed units would be provided with very good internal standard of living accommodation for the future occupiers. Private gardens and balconies are small but useable and occupiers of the development would also have access to communal and improved areas of open space. The harm identified in terms of the deficiencies in amenity is therefore afforded **moderate weight**, which must be weighed against the benefits of the scheme.

The regeneration scheme has significant benefits in revitalising a redundant and undervalued site, that has issues of anti-social behaviour and a number of un-usable vacant affordable dwellings in the Council's housing stock that are in a state of disrepair. The regeneration of the site would considerably improve the character and appearance of the area and aid in designing out issues of crime, promote pedestrian permeability and improve the attractiveness and quality of the area, through improvements in landscaping, ecology, drainage and open space. Paragraph 11 of the NPPF (Making effective use of land), seeks to support the development of underutilised land and buildings and to give **substantial weight** to the value of using suitable brownfield sites.

Weighing in further support of this application is the fact that this scheme has been specifically designed to meet the Council's housing needs in this location and this is a unique opportunity for Brentwood Council to build, manage and retain its own affordable housing stock using its own assets. In this respect the regeneration scheme would provide 15 additional homes and seeks to substantially overprovide in terms of the policy requirement for affordable housing, with 70% of the scheme allocated for affordable/social rent and shared ownership units of a varied mix and size. This provision weighs heavily in-favour of the development given the borough does not have a 5-year supply of deliverable housing or affordable housing and there are over 1000 residents on the Council's housing waiting lists, as outlined within the Housing Officer's consultation response. The increase in the supply of affordable and good quality housing provision would assist with the Council's waiting lists for homeless or those in temporary accommodation.

The creation of a 'zero-carbon (in use) development is also a significant benefit of the scheme, especially for affordable homes. National guidance states at paragraph 131 that **great weight** should be afforded to outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, provided the overall form and layout would fit in with the surrounding area.

It is considered the development would accord with paragraph 131 and would result in a development that can provide healthy and affordable units of accommodation, a large proportion of which would be allocated for the most vulnerable residents of the borough. As reinforced by the Housing Officer, a high proportion of residents on the affordable housing register are on lower incomes and some cannot afford to heat or power their homes adequately. The energy efficient and low-carbon nature of the development would result in dwellings which are affordable to run, eliminating fuel poverty and future proofing these homes for the demands of both vulnerable residents and a changing climate. As a result, the environmental and social benefits of this Council-led

regeneration scheme are substantial and would accord with Councils corporate strategy (Brentwood 2025) which commits to introducing “innovative carbon reduction and absorption schemes” which “identify opportunities for low emission and green developments” all whilst using brownfield sites efficiently, such as council-owned garage sites.

Therefore, in accordance with NPPF’s presumption in favour of sustainable development which states where a local plan is out of date (which includes local planning authorities that cannot demonstrate a five year supply of deliverable housing), there is a clear reason for refusing the development proposed and any adverse impacts of refusing the development would significantly outweigh the benefits of the framework as taken as a whole; including the provisions of Para 11 (D) which further precludes that a tilted balance applies when determining applications for residential development in that there is a presumption in favour of new residential development.

It is not considered the moderate harm in terms of layout and living conditions of existing and future occupiers would be sufficient to outweigh the identified benefit of regenerating a brownfield site for a zero-carbon (in-use) residential housing scheme, that would significantly aid in meeting the identified affordable housing needs of the borough.

The application is therefore recommended for approval, subject to the conditions and informatives outlined below.

7. Recommendation

The Application be APPROVED subject to the following conditions:-

1 TIM01 Standard Time - Full

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 DRA01A Development in accordance with drawings

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 Materials

Notwithstanding the details shown on the drawings hereby approved; no development above ground level shall take place until details of the materials to be

used in the construction of the external surfaces of the buildings hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

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

4 Site Levels

Details of existing and proposed site levels and the finished floor levels of the proposed buildings shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted, excluding demolition. Construction shall be in strict accordance with the approved details.

Reason: To safeguard the character and appearance of the area and the living conditions of nearby residents.

5 Boundary Treatments, External Lighting and CCTV

Notwithstanding the external lighting plan submitted; 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 and any external street lighting, bollards or CCTV have been submitted to and approved in writing by the local planning authority. The approved details 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, secure be design and to safeguard living conditions of adjacent occupiers.

6 Estate Management Plan

Prior to the occupation of the development, details of an estate management plan shall be submitted and approved by the Local Planning Authority. Thereafter the estate will only operate in accordance with that approved strategy. The estate management plan shall include but not be limited to:

- parking management strategy identifying how the parking for existing and proposed residents will be managed to optimise the efficient use of the off-street parking spaces
- security and access arrangements
- management and maintenance of open space, allotments and street furniture
- management and maintenance of SuDs features
- ongoing management and maintenance of Shared Mechanical Systems and Plant (e.g ground source heat pumps) (This should detail how the contract to manage the system will be tendered and the likely impact it would have on the residents' service charge).
- management and maintenance of hard and soft landscaping

Reason: In the interests of highway safety and amenity.

7 Landscaping scheme

Notwithstanding the proposed replacement trees submitted on drawing DR-L-002-PO4, no development above ground level shall commence on site, until a scheme of hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority, the details of which shall indicate and include:

- (a) details of any new trees or hedges shall be submitted to and approved in writing by the LPA; details shall include the location and species of all new trees, shrubs and hedgerows to be planted or transplanted, those areas to be grassed and/or paved
- (b) the existing trees shrubs and hedgerows to be retained
- (c) Minor artefacts and structures (e.g. furniture, play equipment, refuse and other storage units including cycle stands, signs);
- (d) External hard surface materials for parking spaces, pedestrian accesses, etc

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. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

Reason: In order to safeguard and enhance the character and appearance of the area and preserve the natural environment.

8 Details of Ecology Enhancements

Details, including location, number and design, of bird, bat boxes and hedgehog fences shall be submitted to and approved by the Local Planning Authority in writing prior to occupation of the development. The boxes and hedgehog fences shall be maintained and retained in perpetuity.

Reason: In order to provide a biodiversity net-gain in the interests of sustainable development.

9 Bat Survey

Prior to the commencement of the development proposed, including any demolition, a bat survey shall be submitted to and approved in writing by the local planning authority. The submitted scheme shall indicate any bat activity within the site and, if necessary, include mitigation methods for their removal in line with the requirements

of a European Protected Species License. The demolition and construction works shall be completed in accordance with the information within the bat survey as agreed by local ecologist and the Local Planning Authority.

Reason: To safeguard and preserve local protected species.

10 Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development, that was not previously identified, it shall be made safe and reported immediately to the local planning authority. No further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: to protect and prevent the pollution of the water environment (particularly groundwater associated with the underlying Secondary and Principal Aquifers, from potential pollutants associated with current and previous land uses) in line with National Planning Policy Framework (NPPF; paragraphs 170 and 178).

11 Overheating Assessment

Prior to commencement on site (excluding demolition) the applicant should demonstrate that the homes are not at risk of overheating by submitting one of the following:

a) A PHPP overheating analysis demonstrating a “Pass” for the current design proposals in the current climate, as well as a ‘high risk’ scenario where adverse conditions are artificially introduced. It is suggested that these are recreated by either increasing occupancy above expected range (by 1 or 2 occupants) and/or by altering climate data by using the PHI Summer Temperature Tool; or
b) A TM59 analysis demonstrating compliance with all criteria for a ‘worst case’ house and flat on the development;

or

c) A qualitative approach to adapting the houses and flats to deal with higher external temperatures, e.g. a detailed process for adding external shading systems without requiring significant façade work or ensuring that the MVHR system specified has ability to add a small active cooling module at a later date.”

Reason: To ensure the development would not lead to overheating for the health and amenity of future of future occupiers.

12 Soft Landings Framework

In addition to the guidance of the Soft Landings Framework published by BSRIA, prior to occupation, the Applicant should submit proposals for:

a) A handover visit with all residents that meets Criteria 2 of HQM 11.1 Aftercare.

b) Home user guides that meet the criteria and minimum information presented in the HQM 11.2 Home Information credit.

Reason: To ensure future residents are trained and assisted in renewable home ownership, in the interests of the amenity.

13 Site Waste Management Plan

Prior to the commencement on site a Site Waste Management Plan should be submitted to the local planning authority for review once a contractor has been appointed. The plan should set clear targets in this document for diversion from landfill, review of the material on-site and possibilities for reuse or recycling.

Reason: In the interests of reducing embodied carbon.

14 Embodied Carbon Assessment

Prior to commencement on site the applicant shall submit an assessment of embodied carbon completed in accordance with the RICS Professional Statement on Whole life Carbon Assessment for the Built Environment. The submitted assessment should meet the minimum reporting requirements of this Statement.

Reason: To demonstrate that the scheme calculates its embodied carbon impact through the construction process and identifies a target for contractors to work to.

15 Remove PD – extensions, windows etc

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 dwellings hereby permitted shall not be extended, enlarged or altered in any way (including dormer windows or alterations to fenestration) without the prior grant of specific planning permission by the local planning authority.

Reasons: To safeguard the living conditions of the occupiers of neighbouring dwellings and to ensure adequate sized amenity areas are retained.

16 remove PD outbuildings

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 dwellings hereby permitted shall not carry out any development falling within Schedule 2, Part 1, Class E of that Order ('buildings etc incidental to the enjoyment of a dwellinghouse') without the prior grant of specific planning permission by the local planning authority.

Reason: To safeguard the living conditions of the occupiers of neighbouring dwellings and to ensure adequate sized amenity areas are retained.

17 Obscure Glazing Schedule

Prior to any development above ground a schedule of obscure glazing shall be submitted to and approved in writing by the local planning authority. The window(s) identified within the schedule; shall be:- a) glazed using obscured glass to a minimum of level 3 of the "Pilkington" scale of obscuration and b) non-opening below a height of 1.7m above the floor of the room in which the window is installed. The windows shall be installed prior to the first occupation of the building or use of the room of which the window(s) is installed. Those windows shall remain so glazed and non-openable. (Note the application of translucent film to clear glazed windows does not satisfy the requirements of this condition)

Reason: In order to prevent an unacceptable degree of overlooking of nearby residential properties.

18 CMS

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 and neighbour amenity.

19 Northern Parking Court

Prior to occupation of the development, the access to the parking court to the north of the site shall be constructed at right angles to the highway boundary and to the existing carriageway. The width of the access at its junction with the highway shall not be less than 5 metres, as indicated in the Proposed Landscape Plan (Rev P05), and shall be provided with an appropriate dropped kerb vehicular crossing of the footway.

Reason: To ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety.

20 Brookfield Close Parking Spaces

Prior to occupation of the development, the vehicular parking spaces located alongside Brookfield Close (space no's 42 to 62 and 63 to 70 shown on the Proposed Site Plan) shall be constructed at right angles to the highway boundary and to the existing carriageway and be provided with an appropriate dropped kerb vehicular crossing of the footway.

Reason: To ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety.

21 Existing Garage Access Widened

Prior to occupation of the development, and notwithstanding the Proposed Landscape Plan (Rev P05), the existing garage site access to the south-east of the site shall be widened to a minimum 5m.

Reason: To ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety.

22 Widen east-west Section of Brookfield Close

As indicated in the Proposed Site Plan (Rev P4), the east-west aligned section of Brookfield Close shall be widened to a width of 6m.

Reason: To ensure vehicles can enter and leave the highway in a controlled manner in the interest of highway safety.

23 Provision of Vehicle Parking

The proposed development shall not be occupied until such time as the vehicle parking spaces indicated on the approved plans, including any parking spaces for the mobility impaired, have been installed and marked out. Signage shall be erected stating the parking is allocated for residents of the development only and shall be retained in perpetuity unless otherwise agreed with the Local Planning Authority.

Reason: 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 the adopted parking standards and policy T5.

Reason: 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 the adopted parking standards and policy T5.

24 Boundary Planting

Any new boundary planting shall be planted a minimum of 1 metre back from the highway boundary and any visibility splay.

Reason: To ensure that the future outward growth of the planting does not encroach upon the highway or interfere with the passage of users of the highway, to preserve the integrity of the highway and in the interests of highway safety.

25 Cycle Parking and Refuse

None of the accommodation hereby permitted shall be occupied until the facilities for the storage of refuse and cycle parking have been provided in accordance with the details shown on the approved drawings and specifications.; details of the refuse storage facilities shall be submitted to and approved in writing prior to the occupation of the development hereby permitted. Cycle parking shall be provided in accordance with the EPOA Parking Standards and shall be secure, convenient, covered. The approved facilities shall be provided prior to occupation and retained at all times. Thereafter the accommodation shall not be occupied unless those facilities are retained.

Reason: To ensure that adequate provision is made in the interest of highway safety, sustainable transportation and amenity.

26 Travel Packs

Prior to first occupation of the proposed development, the Developer shall be responsible for the provision, implementation and distribution of a Residential Travel Information Pack for sustainable transport, approved by Essex County Council, to include six one day travel vouchers for use with the relevant local public transport operator. These packs (including tickets) are to be provided by the Developer to each dwelling free of charge.

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

27 Surface Water Drainage

No works except demolition shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme should include but not be limited to:

- Limiting discharge rates to a combined rate of 7.8l/s for all storm events up to and including the 1 in 100 year rate plus 40% allowance for climate change subject to agreement with the relevant third party. All relevant permissions to discharge from the site into any outfall should be demonstrated.
- Final modelling and calculations for all areas of the drainage system.
- The appropriate level of treatment for all runoff leaving the site, in line with the Simple Index Approach in chapter 26 of the CIRIA SuDS Manual C753. This should be demonstrated via a treatment train for each catchment.
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.

- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site. To ensure the effective operation of SuDS features over the lifetime of the development. To provide mitigation of any environmental harm which may be caused to the local water environment. Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site.

28 SuDS - Maintenance plan

Prior to occupation a maintenance plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, has been submitted to and agreed, in writing, by the Local Planning Authority. Should any part be maintainable by a maintenance company, details of long term funding arrangements should be provided.

Reason: To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk. Failure to provide the above required information prior to occupation may result in the installation of a system that is not properly maintained and may increase flood risk or pollution hazard from the site.

29 SuDS - Maintenance logs

The applicant or any successor in title must maintain yearly logs of maintenance which should be carried out in accordance with any approved Maintenance Plan. These must be available for inspection upon a request by the Local Planning Authority.

Reason: To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk.

30 Tree Protection

No development shall take place until an arboricultural method statement to include details of a tree protection plan has been submitted to and approved in writing by the local planning authority prior to the commencement of the proposed works on site.

Reason: In the interest of protecting and preserving trees of significance.

31 Electric Car Charging

The development shall be constructed in a manner that will include the provision of car charging points for 10% of the parking bays hereby approved and appropriate infrastructure/ducting is provided to install electric vehicular charging and/or plug in points for every other parking bay.

Reason: To future proof the site to allow for the charging of electric or other low emission vehicles in the interest of sustainable transportation and development.

32 Affordable Housing

Prior to occupation detail of arrangements for the provision of the 70% affordable housing hereby approved shall be submitted to and approved in writing by the local planning authority. The details shall include:

- (a) identification of the 44 dwellings which shall be constructed as an affordable unit
- (b) the type and tenure of the affordable housing provision to be made as part of the development;
- (c) the arrangements to ensure that such provision is affordable for both initial and subsequent occupiers of the affordable housing

Reason: To ensure that the level of affordable housing is maintained in perpetuity, for the continued benefit of the community.

Informative(s)

1 INF02

Reason for approval: The proposal would accord with the relevant policies of the development plan as set out below. The Council has had regard to the concerns expressed by residents but the matters raised are not sufficient to justify the refusal of permission.

2 INF04

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

The following development plan policies contained in the Brentwood Replacement Local Plan 2005 are relevant to this decision: CP1, H6, H9, H14, H16, T2,T5,T15, LT4, C5, IR5, IR6, National Planning Policy Framework (NPPF) 2019 and NPPG 2014.

4 INF22

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.

5 SuDS

Essex County Council has a duty to maintain a register and record of assets which have a significant impact on the risk of flooding. In order to capture proposed SuDS which may form part of the future register, a copy of the SuDS assets in a GIS layer should be sent to suds@essex.gov.uk.

- o Any drainage features proposed for adoption by Essex County Council should be consulted on with the relevant Highways Development Management Office.

- o Changes to existing water courses may require separate consent under the Land Drainage Act before works take place. More information about consenting can be found in the attached standing advice note.

- o It is the applicant's responsibility to check that they are complying with common law if the drainage scheme proposes to discharge into an off-site ditch/pipe. The applicant should seek consent where appropriate from other downstream riparian landowners.

- o The Ministerial Statement made on 18th December 2014 (ref. HCWS161) states that the final decision regarding the viability and reasonableness of maintenance requirements lies with the LPA. It is not within the scope of the LLFA to comment on the overall viability of a scheme as the decision is based on a range of issues which are outside of this authority's area of expertise.

- o We will advise on the acceptability of surface water and the information submitted on all planning applications submitted after the 15th of April 2015 based on the key documents listed within this letter. This includes applications which have been previously submitted as part of an earlier stage of the planning process and granted planning permission based on historic requirements. The Local Planning Authority should use the information submitted within this response in conjunction with any other relevant information submitted as part of this application or as part of preceding applications to make a balanced decision based on the available information.

6 Highway Works and Infrastructure

Any necessary relocation of lampposts and/or telegraph poles within the highway as a result of the proposals will be entirely at the cost of the applicant.

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 carriageway.

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.

7 Anglian Water

Assets: Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

Connection to Public Sewer: Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.

Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.

Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water.

Building near to a public sewer: No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087.

The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

8 Water Supplies - Fire

Should the application be successful the architect or applicant is advised to contact the Water Technical Officer at Service Headquarters, on telephone 01376-576344 at the earliest opportunity to discuss if addition water supplies / fire hydrants are required to serve this new housing development; if considered necessary the Officer will then liaise with the local Water Authority for the area to make the appropriate arrangements.

9 Post Boxes

The developer is reminded of the provisions of the European Regulation: EN 13724 for Post Boxes, specifically that the midpoint of the main slot should be between 700mm and 1700 mm in height. Further information may be viewed at: <https://www.cwu.org/wp-content/uploads/2018/02/European-Regulation-EN13724-for-Post-Boxes.pdf>

BACKGROUND DOCUMENTS

DECIDED:

