

SITE PLAN ATTACHED

**DEVELOPMENT LAND ADJACENT TO ROMAN ROAD ROMAN ROAD
INGATESTONE ESSEX**

**ERECTION OF 57 DWELLINGS (INCLUDING 20 AFFORDABLE DWELLINGS)
ACCESSED FROM ROMAN ROAD, TOGETHER WITH ASSOCIATED
HIGHWAY WORKS, LANDSCAPING, UTILITIES, DRAINAGE,
INFRASTRUCTURE AND PARKING.**

APPLICATION NO: 22/00423/FUL

WARD	Ingatestone, Fryerning & Mountnessing	8/13 WEEK DATE	20 June 2022
PARISH	Ingatestone & Fryerning	Extension of Time	31 July 2022
CASE OFFICER	Kathryn Williams		

**Drawing no(s)
relevant to this
decision:**

- Planning Statement
- Design and Access Statement
- Draft Section 106 Heads of Terms
- Schedule of Accommodation
- Statement of Community Involvement
- Updated Affordable Housing Statement
- Air Quality Assessment
- Archaeological Desk Based Assessment
- Health and Wellbeing Assessment
- Noise Impact Assessment
- Tree Survey Report
- Phase I Site Appraisal
- Phase II Site Appraisal
- Ecological Assessment
- Transport Assessment and Travel Plan Measures
- Flood Risk Assessment
- Proposed plans (drawing ref. nos: 21139 S101; 21139 P101 rev F; 21139 P110 rev B; 21139 P111 rev A; 21139 P112 rev A; 21139 P113 rev A; 21139 P114 rev A; 21139 P115 rev A; 21139 P116 rev D; 21139 P117 rev C; 21139 P118; 21139 P119; 21139 P120; 21139 P121 rev C; 21139 P122; 21139 P123 rev C; 21139 P124; 21139 P125 rev A; 21139 P130; 21139 P135; 21139 P136; 21139 C101 rev A; 21139 C102 rev A; 21139 C103 rev A; 21139 C104 rev A; 21139

- C105 rev A).
- Landscape plans (drawing ref. nos. L1129-2.1-1000 Rev P1 Landscape Masterplan; L1129-2.1-1002 Rev P1 Play Area 01 LAP/Natural Play; L1129-2.1-1003 Rev P1 Play Area 02 Linear Park; L1129-2.1-1004 Rev P1 Planting Plan; L1129-2.1-1005 Rev P1 Boundary Treatments Plan)
 - Additional Drainage information (SW Results 1 in 10 Report and drawing ref. nos RSK-C-ALL-05-10-01 P5, RSK-C-ALL-05-11-01 P1 and RSK-C-ALL-06-01-01 P6)
 - Additional Transport information (drawing ref. nos 16113.OS.109.113 rev B and 16113.OS.109.117 rev A)
 - Letter addressing local objections dated 13th May 2022
 - Transport Technical Note dated 6th May 2022
 - Letter to National Highways dated 24th June 2022

1. Proposals

The application is submitted on behalf of Cala Homes, for the erection of 57 dwellings (including 20 affordable dwellings) accessed from Roman Road, together with associated highway works, landscaping, utilities, drainage infrastructure and parking.

The proposal has been subject to extensive pre-application consultation with Council officers, since October 2016, and was presented to local Councillors and the Parish Council Planning & Highways Committee in 2019 and 2021. The scheme was also presented twice to the Essex Quality Review Panel (EQRP), in 2020 and 2021.

A virtual public consultation took place in November 2021.

Highways matters and legal agreement are outstanding. It is recommended to the Committee that these are delegated to Officers to resolve, if Members are minded to approve the application.

2. Site and Surroundings

The application site is a former arable field which comprises of scrubland with no significant trees. It is well screened by boundary planting on its northern, southern and western boundaries.

It measures approximately 1.39ha and gently slopes from west to east. It is located to the south-west edge of Ingatestone and is allocated in the adopted Brentwood Local Plan for housing development (site ref. R22).

The current vehicular access point is approximately midway along the eastern boundary with Roman Road.

The nearby shops on Ingatestone High Street and the village facilities (schools, GP surgeries, etc.) are just over 1.0km to the north-east, whilst the village centre of Mountnessing is about the same distance in the opposite direction (south-west).

There are two bus stops located to the north of the site along Roman Road, approximately a 300 metre walk from the site, providing regular services between Brentwood and Chelmsford. Ingatestone Railway Station, just over 1km to the north-east, provides services between London Liverpool Street and Braintree or Clacton.

The site is bound by Roman Road to the east and the A12 (Ingatestone By-Pass) to the west. It abuts residential properties in its south-eastern corner and opposite the eastern boundary. To the north is the B1002 and opposite this is another allocated site, E08, currently subject to application ref. 21/01766/FUL.

The former Ingatestone Garden Centre, an allocated housing site with permission for 91 dwellings, is located further to the south on the eastern side of Roman Road

3. Policy Context

Adopted Brentwood Local Plan (the Local Plan) 2016-2033:

- R22: Land Adjacent to A12, Ingatestone
- MG01: Spatial Strategy
- MG04: Health Impact Assessment
- MG05: Developer Contribution
- BE01: Carbon Reduction and Renewable Energy
- BE02: Water Efficiency and Management
- BE05: Sustainable Drainage
- BE08 Strategic Transport Infrastructure
- BE09: Sustainable means of travel and walkable streets
- BE11: Electric and Low Emission Vehicles
- BE12: Mitigating the Transport Impacts of Development
- BE13: Parking Standards
- BE14: Creating Successful Places
- BE15: Planning for Inclusive Communities
- BE16: Conservation and Enhancement of Historic Environment
- HP01: Housing Mix matrix
- HP03: Residential Density
- HP05: Affordable Housing
- HP06: Standards for New Housing
- NE01: Protecting and Enhancing the Natural Environment
- NE02: Green and Blue Infrastructure
- NE03: Trees, Woodlands, Hedgerows
- NE05: Open Space and Recreation Provision
- NE08: Air Quality
- NE09: Flood Risk

- NE10: Contaminated Land and Hazardous Substances

The Ingatestone & Fryerning Neighbourhood Plan was formally accepted by Brentwood Borough Council under Regulation 15 in November 2021. The plan has been through the examination process (Regulation 18), with the Inspector's report stating that the Neighbourhood Plan could proceed to Referendum stage subject to certain modifications.

The Neighbourhood Plan has now progressed to Regulation 19 Referendum, which commenced on 30 June 2022. A majority vote in favour of the Neighbourhood Plan is required for the plan to formally become part of the Brentwood Development Framework. Therefore, some consideration should be given to the neighbourhood plan as part of this application.

National Policy:

- National Planning Policy Framework (NPPF) 2021
- National Planning Practice Guidance (NPPG)

4. Relevant History

There is no planning history available for the site.

5. Neighbour Responses

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/>.

At the time of writing this report, 7 neighbour representations have been received for this application. These are addressed in full at the end of the report.

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 applicant prior to the submission of the application, as well as a response to key concerns expressed by the local community.

6. Consultation Responses

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

- **Planning Policy**

Principles of development

The application site is residential-led allocation R22 in the Brentwood Local Plan, as such the principles of residential development on this site are supported and are considered to align with the Local Plan's spatial strategy and strategic objectives. Local Plan Policy R22: Land Adjacent to the A12, Ingatestone, provides the basis for how development is expected to come forward and key considerations.

Other Local Plan policy considerations of note include:

MG04: Health Impact Assessment – all developments of 50 or more residential dwellings are required to provide a Health Impact Assessment which follows the guidance as outlined by Public Health England to ensure all health determinates have been considered and appropriately mitigated where possible. It is noted a Health Impact Assessment (dated February 2022) accompanies this application.

MG05: Developer Contributions – In terms of contributions to off-site highway infrastructure improvements: This should be read in conjunction with Policy BE08 Strategic Transport Infrastructure, Policy BE12 Mitigating the Transport Impacts of Development and clause 3 of Policy R22. In order to support and address the cumulative impacts of planned and incremental growth, the Local Plan Transport Assessment proposed a number of highways infrastructure improvements and sustainable transport measures; these were later included and costed in the IDP Part B (the latest version was updated on 29th January 2021, document F70). Some of these measures would accommodate travels generated from this site and/or address its cumulative impacts on the highways network; as such, they require proportionate contributions from the development. The relevant transport infrastructure requiring contribution from this site are listed in the IDP Part B, they are:

- T12 - Railway Station Cycle Infrastructure (Central Growth corridor)
- T27 - B1002 / A12 Off-slip / Roman Road - Staggered Priority Junctions
- T28 - M25 Junction 28
- T29 - M25 Junction 29.

With regards to contributions to Junction 28 and 29 (IDP ref T28 and T29), National Highways would be in a better position to provide more detailed comments on the potential impacts on the highways network which will determine the level of contributions.

The Council's approach to apportioning the cost of infrastructure mitigation measures is discussed in Chapter 15 of the IDP (document F45).

In terms of contributions towards primary care facilities: as additional population created by the development would have impacts on the local primary care facilities, the NHS/ Mid and South Essex STP should be consulted to advise the level of contributions to be sought from this development.

In terms of contributions towards education facilities, Essex County Council as the Lead Local Education Authority should be consulted to advise the level of contributions to be sought from this development. The Essex Developers' Guide to Infrastructure

Contribution (revised 2020) provides details on how Essex County Council may seek contributions from developers in order to mitigate their impacts on education facilities and make development acceptable in planning terms.

In terms of contributions towards flood mitigation measures in the local area, Essex County Council as the Lead Local Flood Authority should be consulted to advise the level of contributions to be sought from this development.

BE01: Carbon Reduction and Construction Materials – all major developments (10 or more dwellings) are expected to achieve at least 10% reduction in carbon dioxide emissions above the requirements of Part L Building Regulations. In order to ensure compliance with this requirement it is recommended a planning condition specifying words to the effect of the below, be applied:

The development hereby approved shall be designed and built to achieve at least a 10% reduction in carbon dioxide emissions above the requirements as set out in Part L Building Regulations. Reason: In the interests of improving resource efficiency to meet the government's carbon targets in accordance with Policy BE01 of the Brentwood Local Plan 2016-2033.

BE02: Water Efficiency and Management – the policy sets out clear requirements to ensure adequate water efficiency and quality. It's noted within the applicants Planning Statement assurances are given that the proposal complies with this policy. In order to ensure compliance with this requirement it is recommended a planning condition specifying words to the effect of the below, be applied:

The development hereby approved shall be designed and built to meet Regulation 36 2 (b) requirement of 110 litres/person/day water efficiency set out in part G2 of Building Regulations 2015.

Reason: In the interests of improving water usage efficiency in accordance with Policy BE02 of the Brentwood Local Plan 2016-2033.

HP01: Housing Mix – on residential developments of 10 or more dwellings each dwelling is required to be constructed to meet requirement M4(2) accessible and adaptable dwellings, unless it is built in line with M4(3) wheelchair adaptable dwellings of the Building Regulations 2015, or subsequent government standard. It's noted within the applicants Planning Statement assurances are provided that all dwellings have been designed to meet M4(2) standards. In order to ensure compliance with this requirement it is recommended a planning condition specifying words to the effect of the below, be applied:

All dwellings shall achieve at least the optional Category 2 accessible and adaptable dwellings of the Building Regulations 2015.

Reason: In the interests of ensuring all dwellings are capable of being readily adapted to meet the needs of those with disabilities and the elderly in accordance with policy HP01 of the Brentwood Local Plan 2016-2033.

Ingatestone & Fryerning Neighbourhood Plan:

In addition to the Local Plan policies, the site falls within the boundaries of the emerging Ingatestone & Fryerning Neighbourhood Plan.

On 17 June 2022 Brentwood Borough Council and Ingatestone & Fryerning Parish Council formally received the Inspectors report stating that the Ingatestone & Fryerning Neighbourhood Plan could proceed to Referendum stage (provided the required modifications were made). Subsequently the neighbourhood plan has now progressed to Regulation 19 Referendum, which commenced on 30 June 2022, with the vote scheduled to take place on 4 August 2022. As such policies within the neighbourhood plan must be given significant weight.

The neighbourhood plan consists of seven policies, four of which should be given consideration – Policy 1: Housing, Policy 2: Housing Design, Policy 5: Transport, and Policy 6: Environment.

Policy 1: Housing – this policy specifically references Local Plan housing allocation R22 and lists a number of policy requirements including, but not limited to, positively integrating the development into the surrounding area, creating a strong sense of place, landscaping requirements, providing cycle and pedestrian paths, etc. The policy also requires financial contributions to be made to education facilities, open space, and community facilities.

Policy 2: Housing Design – Ingatestone and Fryerning is a historic town. It is important for housing design to take into account the design and character of the surrounding and to ensure positive placemaking. Based on the details provided this appears to be planned for, which is welcomed. It is also worth noting that this policy goes beyond the Brentwood Local Plan in regards to M4(3) building control requirement. The Ingatestone and Fryerning Neighbourhood Plan requires all developments of 20 or more dwellings to provide 5% M4(3).

It's the Policy Teams understanding that the applicant is to provide 3 units compliant with M(4)3 standards in accordance with Policy 2. This proposal is welcomed, and we would request consideration is given to this being secured by way of a planning condition.

Policy 5: Transport – this policy focuses on car parking requirements, impacts on local highways, and bicycle routes and parking. Car parking standards and local highway impacts are addressed by Essex County Council and are not covered as part of this response. Access to public transportation, and cycle routes have been considered as part of the application. Policy 5 also seeks to ensure that new development does not detrimentally impact on air quality and public health in the parish as a result of increased traffic and congestion. The site is well located to transport links; however, it is reasonable to assume there will be an increase in traffic within the Parish and surrounding area as a result of this development. The Air Quality Assessment accompanying the proposal is welcomed as it assists our understanding of the current air quality surrounding the development site and outlines the potential implications of the proposed development on the wider area air quality. Contributions to air quality monitoring might be sought towards the delivery of air quality monitoring technology, collection and analysis of air quality data, and ongoing maintenance of the equipment; however, this is to be discussed with and confirmed by the Council's Environment

Health Officer. (*Officer Comment: see response from Environmental Health on assessment of air quality impact*)

Policy 6: Environment – policy seeks a wide range of requirements from increased biodiversity net gains, increased access to green infrastructure and open spaces, opportunities for reduced carbon emissions, and contribute toward air quality monitoring. The proposal makes an effort to include green infrastructure and increased biodiversity as part of the application. This is welcomed, particularly with the recent focus on climate change indicatives and the announcement of the updated Environment Act 2021.

- **Design and Conservation Officer**

The revisions have been supplied further to a design led meeting with the Project Architect, requested in respect of layout, massing and fenestration detail. For example, Plot 18 now incorporates activation with fenestration on the return elevation, whilst this is marginal it is welcomed. Plot 20 has been retracted into its plot, so as not to align with the 'row' adjacent, again as advised at preapplication, what appear marginal matters of positions, are important to overall appearance, diminishing uniformity which is not the character of this context.

Having assessed the revised drawings, I am satisfied the further scrutiny of the matters above are positive when taken collectively, however, to ensure cohesion and quality of Place, detail for appearance must be requested by way of Condition should the scheme be recommended for approval.

Please ensure Conditions include locations of meter boxes on each unit, open eaves are apportioned to support ecology, fenestration and doors (Tenure blind and no visible vent strips), surface materials, rainwater goods must be supplied, and brick sample panels must be erected on site, this is to include mortar colour, jointing and bond; boundary treatments alongside lighting and way finding should be comprehensively considered to ensure a soft edge to the development.

- **Housing Manager**

I have now reviewed the applicant's submission. In terms of quantum and size mix, the proposed development is consistent with Policy HP05 of the Local Plan providing 35% of the proposed dwellings as affordable homes. The affordable rent to low-cost homeownership is consistently balanced towards the 86%/14% ratio required in Policy HP05. If you have any further queries, please do not hesitate to contact me.

- **Landscape / Ecology**

The scheme has been subject to extensive pre-application advice which has resulted in a revised layout that has better integrated the landscape elements, including play and SuDS.

The site is a former arable field which contains no significant trees within the main site. The best trees on the perimeter would not be adversely affected by the proposal. The hedge fronting Roman Road is of low quality with significant gaps. It is proposed to retain and enhance the northern section close to the junction.

The open space provision to the front of the scheme will enable the creation of an attractive landscape feature which will allow the inclusion of some larger growing specimen trees. It will incorporate the main play provision. It will also include a new pedestrian/cycle link that links to houses on the southern side of the site. The removal of vehicular access will help ensure that this is a more usable space.

The linear park feature will provide additional informal play provision.

The ecological assessment confirmed that the site has generally low ecological value comprising largely improved grassland which has developed on former arable farmland with hedgerows and trees confined to the boundaries. The main site does not contain habitat features suitable for supporting protected species although foraging bats could use the area. Nesting birds and small mammals were also likely to be associated with the hedges.

The landscape scheme has incorporated a mix of new tree and shrub planting and wildflower area which will help enhance the biodiversity value of the site. Features such as hibernacula and nest boxes are also proposed.

Details have been provided of the proposed planting, materials and boundary treatments. These are considered suitable for the site, and I would not require a specific landscape condition to be applied.

I note the comment of the EBPG and recommend a condition be added requiring that appropriate precautionary measures be adopted during construction to avoid injury to badgers and other mammals which might access the site during construction.

I do not have an objection to the scheme on landscape or ecology grounds.

- **Environmental Health Manager**

The Air Quality Assessment considers the impact of dust emissions on air quality during the construction phase and also the impact of the development on air quality in the area and the predicted air quality affecting future occupants of the development.

The report concludes that implementation of the recommended mitigation measures should reduce the residual dust effects to a level categorised as “not significant” and that the impact of the development on local air quality will also be negligible.

With regard to the health effects of air quality on future residential occupants of the development the assessment concludes that as the predicted pollutant concentrations at the facades of proposed residential receptors are within the air quality objective levels air quality for future occupants of the proposed development should be exposed to acceptable air quality and the site is deemed suitable for its proposed future use.

I would therefore consider that there would be no significant concerns relating to air quality, providing that the dust mitigation measures recommended are implemented during the construction phase of the development.

The Phase I and Phase II Site Appraisal states that the risk to end users from soil contamination is considered to be negligible.

There do not seem to be any additional measures required to deal with site contamination as a result although there are recommendations on further investigation to determine the effect of some of the identified hazards.

The Noise Assessment report identifies that noise levels in external amenity areas exceed the upper limit given in BS8233 and that the layout of the proposed

development is likely to provide some mitigation, although this is still above the recommended noise levels as a result of road traffic in the vicinity of the site.

It is however considered that “acceptable internal noise levels are predicted to be achieved in habitable rooms of the development subject to the adoption of acoustically upgraded glazing and ventilation in the development design”.

I would recommend that a planning condition is attached to any approval to require the submission of details of the glazing and ventilation for habitable rooms within the development and that the proposed measures to mitigate against noise in external amenity areas are required to be implemented.

The proposed arrangements to ensure suitable internal noise levels shall be agreed in writing with the LPA and further acoustic testing shall also be carried out following installation to confirm that the measures operate as designed to provide appropriate internal noise levels.

I would recommend that conditions to achieve the above noise control measures and further site investigations identified in the Phase II Site Appraisal are attached if the development is approved.

- **Open Space Strategy Coordinator**

No comments received.

- **Operations Manager**

The Officer confirmed that the proposed refuse and recycling strategy is acceptable.

- **Highway Authority (Essex County Council)**

The documents submitted with the planning application have been duly considered and site visits have been carried out.

The proposals involve the development of a piece of land lying between Roman Road and the main A12 trunk road. The proposed access onto Roman Road fully complies with highway standards and the impact of the development can be suitably mitigated with local highway improvements.

The proposals include the provision of 96 car parking spaces, which falls slightly below the level to fully comply with Brentwood’s adopted standards. However, Brentwood Borough Council, in their role as the parking authority, have indicated their wish to reduce carbon emissions and not insisted on the full provision. The Highway Authority is prepared to accept this as, should any issues with parking on the highway outside the site arise post-development, the applicant will have to fund the cost of a Traffic Regulation Order to restrict such practice and thus ensure the future safety of all highway users.

Therefore, from a highway and transportation perspective, the impact of the proposal is acceptable to the Highway Authority subject to a number of requirements.

- **National Highways (Previously Highways England)**

Awaiting final response.

- **Essex County Council (ECC) SUDS**

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Therefore, from a highway and transportation perspective, the impact of the proposal is acceptable to the Highway Authority subject to a number of conditions.

- **Public Health Officer**

After reviewing the planning application and the submitted Health Impact Assessment, the conclusion found within the HIA are broadly supported. The additional work undertaken through the independent design review process is welcomed and does appear to have had a positive impact on the final design of the development thus supporting a number of the health determinants.

It is recommended that further consideration be given to the Ingatestone & Fryerning Neighbourhood Plan, policy 2 regarding M4(2) Building Regulations. Providing adoptable homes is becoming increasingly more important as the population ages and people are living longer. Therefore, from a health perspective, providing the minimum M4(2) Building Regulations could have a negative impact on the health and wellbeing of those who reside within these homes. It is recommended that appropriate planning conditions are used to address this, as supported by the Brentwood Planning Policy response.

The proposals for reducing water and carbon for the site is also welcomed. However, it is unclear by the information provided as to how these reductions will be achieved. Therefore, it would be advisable to include appropriate planning conditions to ensure this is achieved.

- **Mid & South Essex Health Care**

The Basildon and Brentwood Clinical Commissioning Group (CCG) and the Mid and South Essex Health and Care Partnership (HCP) have identified that the development will give rise to a need for additional healthcare provision to mitigate impacts arising from the development and requests that these are secured through a S106 legal agreement attached to any grant of planning permission. In the absence of such mitigation the development would impose an unsustainable burden on local healthcare services.

- **Ingatestone & Fryerning Parish Council**

Ingatestone & Fryerning Parish Council raise OBJECTION to planning application 22/00423/FUL - Development Land adjacent to Roman Road, Ingatestone.

The Parish Council is very concerned with drainage (foul and surface water) and that the existing village infrastructure is ill equipped to handle this and the other proposed developments in the immediate area (Redrow Homes and Hallmark Care Home). The village infrastructure - Surgery, Chemist, High Street parking, Junior and Infant Schools need immediate improvement to accommodate this influx of in access of 150 homes. The current parish sewage plant is operating at 120% capacity now. The aforementioned infrastructure must be implemented before these developments can proceed. The obvious increase in traffic flow (volume and frequency) from the combined new developments into Roman Road make it essential for traffic calming measures/roundabout prior to the commencement of the building works and a review of the speed limit. The Parish Council requests that S106 monies should be used to implement these essential Highways measures.

- **ECC Education**

Having assessed this as being 29 houses and 28 flats, all but 12 of the dwellings will have two or more bedrooms, a development of this size can be expected to generate the need for up to 3.33 Early Years and Childcare (EY&C) places and 11.1 primary school, and 7.4 secondary school places.

Early years & Childcare contribution required is for 3.33 places and will be £55,264.68 adjusted by the percentage change in build cost from the Education point prevailing at Jan 2022 to the Education Index point at payment date.

Primary School contribution required is for 11.1 places and will be £191,674.80 adjusted by the percentage change in build cost from the Education point prevailing at Jan 2022 to the Education Index point at payment date.

With regards to secondary education needs, this proposed development is located within the Brentwood Secondary Group 02 forecast planning group. No contribution for additional secondary school places will, be requested from this development at this time.

Having reviewed the proximity of the site to the nearest primary and secondary schools, we will not be seeking a school transport contribution.

- **ECC Archaeology**

Based on our current knowledge, there are no archaeological implications for the proposed development and we would not recommend any conditions for this application.

- **Historic England**

No objection.

- **Essex Police**

Security forms a key part of a sustainable and vibrant development and Essex Police

considers that it is important that this development is designed incorporating the maximum achievable benefit of Crime Prevention Through Environmental Design (CPTED) for which Secured by Design (SBD) is the preferred enabler.

Essex Police therefore requests that the developer seeks to achieve the relevant Secured by Design accreditation for this development, which will be Secured by Design Homes 2019 Version 2, March 2019. Essex Police is pleased to note that Secured by Design (SBD) is referenced in para 8.3 of the Design and Access Statement and the applicant indicates that a number of SBD features are incorporated in the design of this proposed development. It therefore seems sensible that the applicant is required to demonstrate its commitment to Secured by Design by formally applying for the Secured by Design accreditation as a condition of this planning approval.

- **Essex Badger Protection Group**

No objections to the scheme in principle. The standard construction related mitigation are considered essential in order to protect badgers and other wildlife which may visit the site between approval and commencement of the project, and throughout the construction phase.

- **Natural England**

No response received.

- **Environment Agency**

No response received.

- **Anglian Water**

Section 1 - Assets Affected

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 SERVICES

Section 2 - Wastewater Treatment

The foul drainage from this development is in the catchment of Ingatestone Water Recycling Centre that will have available capacity for these flows

Section 3 - Used Water Network

This response has been based on the following submitted documents: Application form, site location plan, Design and Access Statement part 1 and 2, Flood Risk Assessment
The sewerage system at present has available capacity for these flows to connect via

gravity into Roman Road in the 225mm pipe. 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.

- **Affinity Water**

No response received.

- **Essex & Suffolk Water**

No response received.

- **Thames Water Development Planning**

No response received.

- **Essex Wildlife Trust**

No response received.

- **Bats**

No response received.

- **Royal Society for the Protection of Birds**

No response received.

- **UK Power Networks**

No response received.

- **National Grid**

No response received.

- **Essex County Fire & Rescue Service**

No response received.

7. Summary of Issues

Consideration of the proposal

The starting point for determining a planning application is the current development plan, which is the Brentwood Local Plan 2022 ('the Local Plan'). Planning legislation states that applications must be determined in accordance with the relevant development plan policies unless material considerations indicate otherwise. Additional policies, as relevant material considerations for determining this application, are the National Planning Policy Framework 2021 (NPPF) and National Planning Practice Guidance (NPPG). Although individual policies in the Local Plan should not be read in isolation, the adopted plan contains policies of particular relevance to this proposal which are listed in section 5 above.

The policies set out in emerging Ingatestone & Fryerning Neighbourhood Plan are also a consideration in the determination of the application, however the level of weight afforded to policies within the plan should be commensurate with the stage it has reached in formal adoption.

Principle of development

Local Plan Policy R22 (Land Adjacent to A12, Ingatestone) focusses on the application site and states:

Land adjacent to the A12, Ingatestone is allocated for around 57 new homes.

1. Development Principles

Proposals should:

- a. provide vehicular access via Roman Road;*
- b. provide public open space as required by policy NE05;*
- c. provide appropriate landscaping and buffers along sensitive boundary adjoining the A12; and*
- d. be accompanied by a heritage assessment taking account of archaeological potential for the proximity to Roman Road.*

2. Drainage

As the site is located within a Critical Drainage Area, development should minimise and mitigate surface water runoff in line with Policy BE05 Sustainable Drainage.

3. Infrastructure Contributions

Applicants will also be required to make necessary financial contributions via planning obligations towards off-site highway infrastructure improvements as maybe reasonably required by National Highways and Essex County Council in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes).

The emerging Ingatestone & Fryerning Neighbourhood Plan should also be given consideration in the determination of this application. Policy 1 (a) and (b) (Housing) makes specific reference to Local Plan site allocation R22, listing the following development principles:

- Respond positively and integrate with existing development surrounding the site, particularly in relation to layout, form, scale, appearance and use of materials.*
- Create a strong and positive sense of place and identity.*
- Provide planting and landscaping on the western boundary of the site to contribute towards the attenuation of traffic noise from the A12.*
- Incorporate noise attenuation measures for dwellings on the west of the site, adjacent to the A12, to meet BS8233:2014 standards[1].*
- Provide street tree planting as recommended within the Essex County Council Street Material Guide: Design and Good Practice 2012[1]*

together with proposals for the satisfactory long-term maintenance of newly-planted trees.

- *Provide attractive pedestrian and cycle access to Roman Road from all areas of the site.*
- *Provide appropriate surface water management in accordance with the LLFA's most up to date Sustainable Drainage Systems (SuDS) Design Guide.*

Layout

The scheme proposes a landscape-led layout. The existing entrance from Roman Road will be upgraded, providing vehicular, cycle and pedestrian access into the site. Cycle and pedestrian links will extend across Roman Road through the existing triangular green space fronting the site to promote connectivity with the village of Ingatestone, positively addressing Policy 1 (Housing) of the Ingatestone & Fryerning Neighbourhood Plan.

A new public open space has been located at the entrance of the site from Roman Road, easily accessible to future residents of the site as well existing Ingatestone residents. It has been designed as a continuation of the existing triangular green space on the opposite side of Roman Road, emphasizing its relationship with the wider area, and will act as a key focal point for the development making the entrance to the site easily identifiable.

The public open space will include a dedicated play area and SuDS features. A series of additional "doorstep" play areas are scattered around the site, whilst the green area along the A12 provides a welcome landscape buffer defined as the 'linear park'. A noise barrier will also be placed along the A12.

The proposed houses are arranged along the looping spine road which provides access to all parts of the development. The dwelling types include apartments, terraces, semi-detached and detached houses. The Design and Access Statement notes that the use of smaller development parcels enables the creation of perimeter blocks, where the homes front onto streets and/or open spaces creating visual interest and variation.

The row of dwellings fronting the western boundary will face the linear park, thus providing the rear facing rooms and private gardens with maximum protection from road traffic noise.

The rows of dwellings located along the northern and southern boundaries will face the spine road, providing activity, natural surveillance and guaranteeing privacy for the rear gardens.

The dwellings fronting Roman Road are divided into two groups. Firstly, the apartment block to the north-east corner will be separated from Roman Road by a hedgerow and

will provide a strong frontage along this important thoroughfare. The corner building will be another key focal point for the development.

Secondly, the houses facing the area of public open space and the footpath running along it will provide valuable natural surveillance, as well as create a positive outlook for the users of the open space. By removing vehicular flow from the edge of the park, the area will be safer for all users.

The layout aims to reduce the impact of parked cars through using a variety of surfaces and parking options. The tree-lined looping spine road from the entrance connection with Roman Road leads to a shared surface with a backdrop of a substantial buffer to the west with an acoustic screen with localised climbing plants and incidental play potential throughout this linear park.

The shared surface double backs toward Roman Road before evolving into a pedestrian route through the eastern public open space and landscaped water feature, providing traditional and natural play opportunities, as well as pedestrian and cycle links to the wider village.

Car parking courts are located away from the street scene to reduce car dominance and are complemented by planting, which further soften their appearance and integrate it with the wider landscape infrastructure.

New footways are proposed along the site frontage with Roman Road and along the linear park to improve pedestrian access and promote connectivity with the wider area, through the existing triangular traffic island fronting the site which will be re-landscaped. Permeability throughout the development is achieved by multiple pedestrian access points, shared surfaces and a pedestrian/cycle loop around the whole site. The proposed dwellings are oriented to utilise natural light, whilst also incorporating street trees and other landscaping to assist with urban cooling.

Overall, the proposed layout has been subject to extensive pre-application discussion and has significantly improved compared to the first iterations, having incorporated the advice provided by officers and design panel. The design process is well illustrated in the Design and Access Statement.

During the pre-application discussion, the applicant explained that opportunities to identify additional pedestrian access points to the south and north were considered but these are not deliverable due to ownership constraints, the topography, existing vegetation and width of Heybridge Lane.

To conclude, the proposal delivers a sense of place and is compliant with Local Plan Policies R22 (Land adjacent to the A12, Ingatestone), MG01 (Spatial Strategy), BE14 (Creating Successful Places) and BE15 (Planning for Inclusive Communities). It is also compliant with Policies 1 (Housing) and 2 (Housing Design) of the Ingatestone & Fryerning Neighbourhood Plan.

Scale and Density

The proposed development incorporates 10 x 2 storey houses, 1 x 2 storey apartment block, 19 x 2.5 storey houses alongside 2 x 3 storey apartment blocks. One apartment block is located to the north-east corner fronting Roman Road, providing a strong frontage and focal point. The other is located to the south-west corner. Both locations are considered acceptable and are satisfactorily distanced from existing and proposed dwellings. The proposed height range is seen elsewhere in Ingatstone and considered appropriate for this proposal. The development will use a combination of different dwelling sizes and designs, creating a distinctive character area.

Based on a site area of 1.39ha, the proposed development of 57 dwellings will have a density of 41 dwellings per hectare. This is appropriate in the local context and in line with Local Plan Policy R22. Specifically, supporting paragraph 9.169 of Local Plan Policy R22 confirms that *“the site will provide for around 57 homes”*. This is also reiterated in Policy 1 (Housing) of the Ingatstone & Fryerning Neighbourhood Plan.

The development is therefore compliant with Local Plan Policies R22 (Land adjacent to the A12, Ingatstone), BE14 (Creating Successful Places) and BE15 (Planning for Inclusive Communities). It is also compliant with Policies 1 (Housing) and 2 (Housing Design) of the Ingatstone & Fryerning Neighbourhood Plan.

Appearance

The Design and Access Statement sets out the research undertaken to choose the proposed architectural language: a traditional approach which takes cues from local architectural styles and prominent historic buildings. During the pre-application process, the Conservation, Place & Development Officer confirmed that the traditional intent would be acceptable.

The materials palette proposed for the development is considered appropriate, subject to further details being approved. The proposed buildings will use brickwork and red-brown roof tiles across the majority of dwellings within the centre of the development, with the book-end dwellings on the site’s eastern boundary using black boarding. The apartment block on the site’s south-western corner uses brickwork and grey roof tiles, whilst the apartment block on the site’s north-eastern corner uses a combination of brickwork, white roughcast render, and black boarding, with grey roof tiles. Although render is a feature of some buildings in the village, the applicant noted that given the site’s proximity to the A12 and the potential for render to become discoloured, its use will be limited. This approach is considered acceptable.

The applicant has provided local sections across the site, which helpfully illustrate the relationship between the housing typologies proposed, and how the development integrates within the sloping land. As recommended during the final pre-application meeting, varied ridge and eaves levels together with dropping of roofs have been proposed, which help to better articulate the elevations (especially of the larger

apartment buildings). Open eaves will be provided to dwellings around the open space and chimneys will “book-end” some of the street scenes.

As noted in the earlier section, the Conservation, Place & Development Officer advised that some housing typologies, especially fronting the proposed public open space and the linear park, would have benefited from further amendments. The applicant has finalised the design proposal, reaching a level of detail and architectural interest which not only delivers a high quality residential scheme, but will also benefit the wider community, which is acceptable.

The prominence of plot 29 has been emphasized and additional side windows have been added to activate the flank wall of the building on plot 18. This additional level of detail ensures that plots 18 and 29 provide an attractive entrance into the site for residents and visitors, once they have passed the initial landmark building on the corner with Roman Road. The design of the houses fronting the linear park (plots 37 to 42) has also been amended, making the architectural composition more balanced and attractive.

The proposal is considered to comply with Local Plan Policies BE14: Creating Successful Places) and BE15 (Planning for Inclusive Communities). It is also compliant with Policy 2 (Housing Design) of the Ingatestone & Fryerning Neighbourhood Plan.

Unit Mix and Affordable Housing

The proposal seeks to provide 57 dwelling, with the following unit mix:

Size / Type	Market	Affordable	Total
1 bed apartment	0	13	13
2 bed apartment	10	5	15
2 bed house	3	2	5
3 bed house	17	0	17
4 bed house	7	0	7
Total	37	20	57

The overall unit mix is considered acceptable and compliant with Local Plan Policy HP01 (Housing Mix). All units will be constructed to meet requirement M4(2) accessible and adaptable dwellings, as per policy requirement.

In line with the emerging Neighbourhood Plan Policy 2 (Housing Design), the applicant has committed to building 3 affordable housing units (5% of total) in accordance with Building Regulations Part M4 (3). The introduction of these wheelchair accessible units is strongly welcomed.

In terms of tenure, 37 units will be open market housing (65%) and 20 units will be affordable housing (35%) which is in line with Local Plan Policy HP05 (Affordable Housing).

The table below sets out the proposed affordable housing mix, which is considered acceptable by the Housing Services Manager:

Property Type	No. of bedrooms	Number of homes	Sq.ft	Total Sq.ft	Tenure
Apartment	1	13	538 - 841	6,747	Affordable Rent
Apartment	2	5	665 - 806	4,485	4 x Affordable Rent 1 x Shared Ownership
House	2	2	1,097	2,196	Shared Ownership
Total		20		13,426	

The affordable rent to low-cost homeownership is consistently balanced towards the 86% / 14% ratio required in Policy HP05.

The affordable dwellings will be tenure blind and will meet nationally described space standards. All of the affordable apartments will have their own parking space and both affordable houses will have 2 parking spaces each.

An Affordable Housing Statement accompanies the application. It states that the applicant *“approached 14 Registered Providers which are mainly local RPs as many larger, national providers are unlikely to get involved in a site with under 25 affordable homes”*. Responses were received from some RPs supporting the proposals *“along with confirmation that they would be willing to make an offer for these homes”*.

To summarise, the proposal meets the requirements of Local Plan Policies HP01 (Housing Mix) and HP05 (Affordable Housing). It is also compliant with Policies 1 and 2 (Housing) of the Ingatestone & Fryerning Neighbourhood Plan.

Landscape

The landscape strategy is embedded in the overall scheme, which is a welcome approach. The Landscape and Ecology Officer notes the scheme has been subject to extensive pre-application advice, which has resulted in a revised layout that has better integrated the landscape elements, including play areas and SuDS.

The landscape strategy incorporates multiple areas of landscaping and amenity space, including a principal open space along the eastern boundary, which has been divided into legible areas of play space and SuDS; a landscaped buffer (the linear park) along the western edge of the site, neighbouring the A12; and doorstep play areas scattered throughout the site, particularly neighbouring the apartment blocks.

The strategy includes a mix of new tree and shrub planting and wildflower area, which will help enhance the biodiversity value of the site. Features such as hibernacula and nest boxes are proposed. An established landscape buffer to the north, west and south of the site provide an opportunity to borrow a moderately mature landscape from beyond the planning boundary and reinforce the vista with the proposed planting, which includes native, nectar rich and biodiverse varieties.

The traditional play space is enclosed with formal hedging and self-closing gates to offer a safe, more hands-off environment for children in proximity to the SuDS feature. A more dynamic and immersive opportunity is provided for natural play and interaction with the SuDS feature through a series of swales with adjacent clambering boulders and timber crossing features, that culminate in the larger attenuation pools. This floodable landscape exposes all to the changing state of the seasons and the associated water story, providing educational and play-on-the-way opportunities alike.

The linear park to the west provides a circuitous route linked with the adjacent shared surface. This provides the opportunity to deliver spatial 'rooms' offering incidental play integrated within in layers of planting. Water is a constant feature of the open space strategy, which in the linear park takes the shape of rain gardens integrated into the wider planting to encapsulate surface run-off.

An acoustic fence is provided to add to the noise reducing mature landscape buffer of the A12 and will be planted with climbers that offer a backdrop colour and scent.

The applicant provided the following measurements for the public open space:

- Main area of public open space = 1,291.67sqm
- Western linear park = 461.23 sqm
- Doorstep play adjoining Building 2 = 55.43 sqm

The Landscape and Ecology Officer confirms that there are no objections on landscape grounds to this application. The applicant has submitted extensive landscape design, planting and boundary treatment details, which the officer considers suitable for the site. No specific landscape conditions need to be applied. An Arboricultural Report has been submitted, which the Council's Landscape and Ecology Officer raises no objection.

The site is a former arable field, the most significant trees area on the perimeter and they would not be adversely affected by the proposal. The hedge fronting Roman Road is of low quality with significant gaps. It is proposed to retain and enhance the northern section close to the junction. The principal space fronting the site includes larger-stature statement oak, aspen and lime trees, forming a strong linear presence to the eastern edge, a feature mirrored along the western boundary alongside the A12 to 'enclose' the site.

Within the site, smaller ornamental trees have been selected to create a visual language, that complements the surrounding hard materials in allowing residents and visitors to better navigate the spaces though the use of varied tree form, colour and seasonality. To the south, a series of mature oak, ash and maple trees are to be retained. This existing landscape buffer melds with the landscape proposals allowing the development to nestle within a substantially landscape scheme.

The proposal therefore complies with Local Plan Policies NE01 (Protecting and Enhancing the Natural Environment), NE02 (Green and Blue Infrastructure), NE03 (Trees, Woodlands, Hedgerows) and NE05 (Open Space and Recreation Provision), as

well as Policy 6 (Environment) of the emerging Ingatestone & Fryerning Neighbourhood Plan.

Ecology and Biodiversity

The application is accompanied by an Ecological Assessment. The Phase 1 Habitat Survey identified that most of the site comprises tall ruderal grassland which has developed on former arable farmland, with mature tree confined to the northern, western and southern boundaries, and a defunct hedgerow along the eastern edge.

The assessment confirms that the loss of grassland to accommodate the development would not have a significant negative ecological impact. A section of the eastern hedgerow will also need to be removed to allow for access and visual splays. This is not considered to be an issue because this native hedgerow offers limited ecological or landscape value. The main site does not contain habitat features suitable for supporting protected species although there is moderate potential for commuting and foraging bats. Nesting birds and small mammals are also likely to be associated with the hedges.

The assessment recommends mitigation and compensation measures to offset the potential impact on these species, including a lighting plan to avoid disturbing bats; the enhancement of the retained tree buffers along the northern, western and southern boundaries; and native species planting throughout the scheme. These have been incorporated in the landscape strategy. The lighting plan has been required as part of a condition.

The habitats related recommendations set out within the Ecological Assessment have also been incorporated into the landscape strategy: the green spaces around the site maximise opportunities to create new habitats through the incorporation of native planting, hibernacula, insect hotels, bird and bat boxes, and SuDS features which have been designed with marginal and aquatic vegetation.

The Council's Landscape and Ecology Officer and the Essex Badger Protection Group (EBPG) confirm that there are no objections on ecology and biodiversity grounds to this application. Both recommend a condition to be added requiring that appropriate precautionary measures be adopted during construction to avoid injury to badgers and other mammals which might access the site between approval and commencement of the project and during construction.

Subject to the above conditions, the proposal is in line with Local Plan Policy NE01 (Protecting and Enhancing the Natural Environment) and Policies 2 (Design of New Developments) and 6 (Environment) of the emerging Ingatestone & Fryerning Neighbourhood Plan.

Access, Parking and Highway Considerations

There is an existing field access point midway along the eastern boundary on Roman Road (B1002), which is proposed to be upgraded to accommodate development traffic. It will be designed as a priority junction, with a 5.5m wide carriageway, 6m junction radii and 2m footways on both sides of the carriageway, providing access for cars, cycles and pedestrians. The Highway Authority (Essex County Council) confirmed that the proposed access fully complies with highway standards.

The scheme proposes to provide a new pedestrian crossing to the east of the site across Roman Road to improve pedestrian safety and ease of access to the surrounding pedestrian network and on the desire line from the site towards the village centre and railway station.

A total of 96no. parking spaces are provided, including 8 parking spaces for visitors. This provision means each flat is provided with 1no. car parking space, and all houses are provided with a minimum of 2no. parking spaces. Two houses are provided with 3no. parking spaces.

The parking strategy includes the following:

- Secure parking courts overlooked by Flats Over Garages (FOGs);
- Frontage on-street parking;
- Garages, and;
- Private driveways.

The proposed 88+8 spaces fall below the Highway Authority's parking standards, which would be 115 for residents +15 for visitors. However, in light of the accessibility of the site and the proposed pedestrian links towards Ingatestone centre, it is considered that the 96 car parking spaces are acceptable. Crucially, the lower car parking provision and pedestrian links improvements will contribute to a modal shift towards active transportation, which not only alleviates carbon footprint, but has also a number of health benefits.

Cycle parking will be provided within garages, garden sheds and cycle stores, which meets Essex County Council parking standards. At least one parking space per dwelling will be provided with an EV charging point, and the remaining spaces will be provided with passive provision in the form of cables. This is a welcome approach which exceeds Essex County Council standards and contributes to the desired modal shift.

The applicant has also confirmed that residential travel packs will be provided to all households, which has been secured via condition and will be included in the legal agreement.

The Highway Officer accepts the impact on the network can be mitigated with local highways improvements. The Highway Authority is also prepared to accept the lower provision of car parking spaces as should any issues with parking on the highway

outside the site arise post-development, the applicant has agreed to fund the cost of a Traffic Regulation Order to restrict on-street parking ensuring the future safety of all highway users. This contribution is included in the legal agreement.

National Highways have also been consulted. There is an ongoing dialogue between the applicant, the Highways Authority, National Highways and the Council with regards to the impact of the proposal on the wider, strategic highways network. The Council is currently reviewing the transport evidence provided by the applicant, before seeking monetary contributions towards traffic calming measures and transport-related local improvements.

It is recommended to the Committee that the outstanding highways matters are delegated to Officers to resolve, if Members are minded to approve the application.

Subject to contributions and conditions, the proposal therefore complies with Local Plan Policies BE08 (Strategic Transport Infrastructure), BE09 (Sustainable means of travel and walkable streets), BE11 (Electric and Low Emission Vehicles), BE12 (Mitigating the Transport Impacts of Development) and BE13 (Parking Standards). It is also compliant with Policies 5 (Transport) and 6 (Environment) of the Ingatestone & Fryerning Neighbourhood Plan.

Sustainability

The Design and Access Statement sets out that the development includes a fabric first approach to construction, with high performance thermal insulation used to significantly reduce the heating energy demands with increased air tightness in the building envelope. The fabric insulation standards and the construction specification of the dwellings will exceed the minimum required by the Building Regulations.

All properties will be provided with Air Source Heat Pumps to exceed the policy target of a 10% reduction in carbon emissions above the requirements of Part L of the Building Regulations, energy efficient lighting and appliances, electric vehicle charging points, flow restrictions on water supplies.

The overall approach is welcomed and to ensure that the required water and carbon reduction are delivered, planning conditions have been added in line with those recommended by the Strategic Policy Planning team.

Subject to conditions, the proposal is considered to meet the requirements of Local Plan Policies BE01 (Carbon Reduction and Renewable Energy) and BE02 (Water Efficiency and Management), and Policy 6 (Environment) of the emerging Ingatestone & Fryerning Neighbourhood Plan.

Refuse and Recycling

The refuse provision will be primarily in the form of bins kept in rear gardens with rear access or within garages, whilst the apartments will have integral communal bin stores. The applicant has confirmed the turning areas would be sufficient for a 26 ton RCV to turn round in.

The proposed refuse strategy is appropriate and there are no objections. The proposal is therefore compliant with Local Plan Policy BE14 (Creating Successful Places).

Drainage

The site is located within a Critical Drainage Area. A Flood Risk Assessment and a Drainage Strategy accompany the application and demonstrate how a greenfield runoff rate will be achieved, as requested by Local Plan Policy R22 and Neighbourhood Plan Policy 1.

The proposed SuDS for the site include a combination of permeable paving in the private shared drives and modular storage beneath a landscaped attenuation basin, which have been located prior to outfall to the sewer at the lowest point of the site on the eastern boundary, within the public open space. The proposed SuDS features are designed to provide the required storage volume as required by ECC SuDS (the Lead Local Flood Authority) and will ensure greenfield runoff rates are maintained.

ECC SuDS confirmed that the proposal is acceptable subject to conditions.

Anglian Water responded to the consultation noting that it 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 developer's cost or, in the case of apparatus under an adoption agreement, liaising with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

Anglian Water confirmed that the foul drainage from this development is in the catchment of Ingatestone Water Recycling Centre that will have available capacity for these flows. It also confirmed that the sewerage system at present has available capacity for the anticipated flows to connect via gravity into Roman Road in the 225mm pipe. If the applicant wishes to connect to the Anglian Water sewerage network, they should serve notice under Section 106 of the Water Industry Act 1991 and Anglian Water will then advise of the most suitable point of connection.

The above demonstrates that the scheme meets the requirement of Local Plan Policies NE09 (Flood Risk), BE05 (Sustainable Drainage) and R22 (Land Adjacent to A12, Ingatestone). It is also compliant with Policies 1 (Housing), 2 (Design of New

Developments) and 6 (Environment) of the Ingatestone & Fryerning Neighbourhood Plan.

Health Impact Assessment

A Health Impact Assessment (HIA) was submitted in support of the proposal in line with the requirements of Local Planning Policy MG04 (Health Impact Assessment), which was jointly reviewed by the Strategic Policy team and the Public Health Officer. Officers broadly support the conclusions of the HIA.

Giving consideration to Policy 2 of the Ingatestone & Fryerning Neighbourhood Plan, Officers recommended that the applicant would commit to 5% of dwellings meeting M4(3) Building Regulations. This is beyond the Local Plan requirement of all units meeting M4(2) Building Regulations. The applicant has agreed to this and confirmed that 3 units will meet M4(3) Building Regulations. Conditions are attached to ensure that the required water and carbon reduction are achieved once development commences.

The above demonstrates that the proposal has met the requirements of Local Planning Policy MG04 (Health Impact Assessment).

Noise

A Noise Impact Assessment has been completed to assess the suitability of the site with regards to noise and vibration, considering the proximity of the site to the adjacent A12.

The assessment demonstrates that acceptable internal noise levels can be achieved in habitable rooms of the development subject to the adoption of acoustically upgraded glazing and ventilation in the development design. This is in line with the recommendations for the application site contained in Neighbourhood Plan Policy 1.

Noise levels in external amenity areas have been reduced to the lowest practicable levels through adopting a layout which is well considered from an acoustic point of view, with protection offered to the gardens by the positioning of the buildings and overall site layout design. Nonetheless, external noise levels will still be above the recommended levels as a result of road traffic in the vicinity of the site.

The Environmental Health Manager raised no objection to the findings of the assessment. The officer recommended that planning conditions are attached to any approval to require the submission of details of the glazing and ventilation for habitable rooms within the development, and the implementation of the proposed measures to mitigate against noise in external amenity areas. Further acoustic testing shall also be carried out following installation to confirm that the measures operate as designed to provide appropriate internal noise levels.

Subject to the above conditions, the proposal therefore complies with Local Plan Policy BE14 (Creating Successful Places) and Neighbourhood Plan Policy 1 (Housing).

Air Quality

An Air Quality Assessment has been submitted that considers the air quality impacts of the proposal from the construction phase to when the proposal is fully operational.

During the construction phase, the mitigation measures proposed should ensure that the risk of adverse dust effect is reduced to a level categorised as 'not significant'.

The assessment concludes that the predicted pollutant concentrations at the facades of the proposed residential buildings are within the air quality objective levels. Therefore, the site is deemed suitable for its proposed future use

The Environmental Health Manager considers that there would be no significant concerns relating to air quality, providing that the dust mitigation measures recommended are implemented during the construction phase of the development. A Construction Method Plan has been conditioned which will set out dust mitigation measures.

The emerging Ingatestone & Fryerning Neighbourhood Plan states that in the absence of any regular monitoring, all new major developments in the parish will be required to demonstrate an understanding of the current air quality surrounding the development site and outline the potential wider air quality implications of the proposed development on the parish. The Environmental Health Manager has concluded that because the air quality for future residents within the development will be acceptable and the operational air quality effects without mitigation will not be significant, no additional measures would be required and there is no need air quality monitoring contribution.

The proposal therefore complies with Local Plan Policy NE08 (Air Quality) and Policy 5 of the emerging Ingatestone & Fryerning Neighbourhood Plan.

Archaeology

An Archaeological Evaluation accompanies the application, as requested by Policy R22. It demonstrates that there is low density of archaeological remains across the site, with four of the fourteen evaluation trenches containing potential archaeological remains: a pit of medieval date, a post-medieval field boundary ditch and an undated post-hole. A probable natural feature was also investigated.

The Archaeological Evaluation concludes that this small number of archaeological features likely attests to the agricultural nature of land use in this location of the landscape, particularly during the medieval and post-medieval periods.

The site has previously been the subject of archaeological investigation in 2019, which showed that few archaeological remains were present on the site. A medieval pit dating to the 11th-14th century, the most significant feature identified, was fully examined at the time of the evaluation and found to have no associated features in the immediate vicinity.

ECC Archaeology commented on this proposal and confirmed that there are no archaeological implications for the proposed development and that it is not necessary to recommend any conditions for this application.

Historic England confirmed that they had no comments to make on this application.

This application therefore complies with Local Plan Policies BE16 (Conservation and Enhancement of Historic Environment) and R22 (Land adjacent to the A12, Ingatestone).

Land Contamination

The Environmental Health Manager reviewed the Phase I and Phase II Site Appraisal submitted as part of this application. The officer agrees with the conclusions set out in the appraisal, that the risk to end users from soil contamination is considered to be negligible.

Therefore, no additional measures are required to deal with site contamination although there are recommendations on further investigation to determine the effect of some of the identified hazards. The officer recommended that further site investigations be undertaken as identified in the Phase II Site Appraisal.

Subject to conditions, the proposal is considered to comply with Local Plan Policy NE10 (Contaminated Land and Hazardous Substances).

Secure by Design

The Secured by Design officer commented that Essex Police is pleased to note that Secured by Design is referenced in the Design and Access Statement and that a number of SBD features are incorporated in the proposal. The officer recommended that a condition be added to any approval requiring the applicant to formally apply for the Secured by Design accreditation. This is considered appropriate, and a condition has been added accordingly.

Subject to the above condition, the proposal therefore complies with Local Plan Policy BE14 (Creating Successful Places).

Legal agreement

The applicant has accepted that it will be necessary for certain obligations in respect of the proposed application to be dealt with by way of an Agreement under Section 106 of the Town & Country Planning Act 1990. This is in line with Local Planning Policy MG05 (Developer Contributions).

The contributions required to make the proposed residential development acceptable in planning terms are currently being discussed between the applicant, Council officers, the Highway Authority, National Highways, Essex County Council (education) and the NHS. These are expected to include contributions towards highways improvements and mitigation, education, healthcare provision and open space, and details of market and affordable housing provision.

As the legal agreement is outstanding, it is recommended to the Committee that this is delegated to Officers to resolve, should Members be minded to approve the application.

Other comments raised in representations

The Ingatestone & Fryerning Parish object to this application expressing concern about drainage (foul and surface water) and mentioned that the current parish sewage plant is operating at 120% capacity. ECC SuDS have no objections to the proposal and Anglian Water confirmed that the foul drainage from this development is in the catchment of Ingatestone Water Recycling Centre, that will have available capacity for these flows. It also confirmed that the sewerage system at present has available capacity for the anticipated flows to connect via gravity into Roman Road in the 225mm pipe. Officers are therefore satisfied with this element of the scheme.

Concern was also raised with regards to the inability of the existing village infrastructure (surgery, chemist, High Street parking, junior and infant schools) to handle this and the other proposed developments in the immediate area (Redrow Homes and Hallmark Care Home). The NHS and ECC Education have been consulted as part of this application and they have set out the necessary monetary contributions for the upgrade of the existing New Folly Surgery and local schools. The applicant will include the required contributions in the s106 agreement.

Finally, the Parish Council requested that s106 monies should be used to implement essential Highways measures to mitigate the impact of the increase in traffic flow. There has been extensive consultation with the Highways Authority and National Highways and the Council is currently reviewing the transport evidence provided by the applicant, before seeking monetary contributions towards traffic calming measures and transport-related local improvements.

A total of 7 neighbour representations were received raising a number of concerns, which the applicant addressed in a dedicated letter. The concerns are taken in turn below.

- Cumulative impact of this proposal and applications for nearby sites on local traffic, congestion, existing availability of car parking spaces in Ingatestone, and the safety of A12 slip road - The Highways Authority confirmed that the impact of the proposal is acceptable subject to a number of requirements.
- Insufficient car parking provision within the scheme - The parking provision has been agreed with the Local Planning Authority through pre-application discussions: one space per flat and a minimum of two spaces per house. A total of 88no. parking spaces are provided, with an additional 8 parking spaces for visitors.
- Reduce speed limit to 30 mph on Roman Road and introduce a mini-roundabout - A review of the speed limit is subject to a consultation process that is separate from the planning process and it has not been recommended by the Highway Authority. The applicant confirmed that a mini-roundabout had been considered during the design process, however, the provision of mini-roundabouts instead of priority junctions tends to result in difficulties for pedestrians and cyclists. It is also noted that the speed survey undertaken at the site access (as reported in the submitted Transport Assessment) revealed that vehicles were traveling at an average speed of 38mph (at 85th percentile speeds), which is below the posted speed limit of 40mph.
- Concern about impact on the current local infrastructure, particularly schools and GP surgery - A Unilateral Undertaking has been signed which includes contributions towards local facilities and highways, as requested by ECC Education and the NHS.
- Noise - The Noise Assessment has demonstrated that acceptable internal noise levels can be achieved in habitable rooms of the development subject to the adoption of acoustically upgraded glazing and ventilation in the development design. This has been conditioned. Noise levels in external amenity areas have been reduced to the lowest practicable levels and it is not uncommon for noise levels in gardens in urban areas to be higher than the recommended levels. Finally, the Environmental Health Officer has not objected to the scheme.
- Air Quality - The Environmental Health Manager considers that there would be no significant concerns relating to air quality, providing that the dust mitigation measures recommended are implemented during the construction phase of the development. These mitigation measures have been conditioned.
- Drainage - The application is supported by a Flood Risk Assessment and Drainage Strategy, which incorporates SuDS features to provide the storage volumes required by the Lead Local Flood Authority and ensure that greenfield runoff rates are maintained. The development will not therefore exacerbate existing issues. Anglian Water confirmed that the foul drainage from this development is in the catchment of Ingatestone Water Recycling Centre, that will have available capacity for these flows.

- Sewerage system - Anglian Water confirmed that the sewerage system at present has available capacity for the anticipated flows to connect via gravity into Roman Road in the 225mm pipe.
- Visual impact of 3 storey corner block - It is considered that the 3 storey block is appropriate in the local context as it provides a strong frontage on Roman Road and a focal point for the development. At this location, the proposed block will be separated by the closest houses on Roman Road by a generous hedgerow along the site boundary as well as the existing triangular green space fronting the site. This will considerably soften the visual impact of the 3 storey building.
- Overlooking from plots 57 and 56 on neighbouring properties - Plots 56 and 57 have both been designed with large rear gardens which provide around 14m of separation between the closest first floor windows of dwellings on these plots and the garden of the adjacent property. Furthermore, the dwelling on plot 56 sits at an angle to the adjacent property with garages on both this plot and the adjacent property partially obscuring the line of sight. A 1.8m high timber close boarded fence is proposed along the boundary of plots 56 and 57 to provide enclosure and privacy to the gardens of these plots and the adjacent property.
- Application site was formerly part of the Green Belt - The site has been allocated for residential development through the recently adopted Brentwood Local Plan, and this process has seen it removed from the Green Belt.
- Two paragraphs of the Planning Statement have been redacted - These paragraphs relate to the results of a habitat survey carried out for the site and it is common practice that such information is not made publicly available in order to protect potential protected species. The full Planning Statement and the Ecological Assessment were sent to the relevant consultees.
- Inaccuracies in the Planning Statement with regards to proximity to local services - These inaccuracies are very minor and did not affect the determination of this planning application.

8. **Recommendation**

It is recommended that a RESOLUTION TO GRANT PERMISSION is issued subject to highways matters and legal agreement being resolved, and 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 Construction Environment Management Plan

No development shall commence, including works of demolition until a Construction Environment Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP should define best practice measures for ecological protection (including but not limited to protected species, in particular badgers and nesting birds) as well as protection methods of retained trees. The CEMP should include a method statement to avoid injury to any animals entering the site during construction. The CEMP shall identify that construction activities so far as is practical do not adversely impact amenity, traffic or the environment of the surrounding area by minimising the creation of noise, air quality pollution, vibration and dust during the site preparation and construction phases of the development. The demolition and construction works shall be completed in accordance with the information agreed within the CEMP by the Local Planning Authority.

Reason: to ensure that appropriate measures are undertaken to ensure any disturbance to protected species is mitigated and to ensure trees are not harmed in the interests of visual amenity.

4 Contamination

Prior to commencement of development, further investigation will need to be undertaken as recommended in the Phase II Site Appraisal, section 12. The results of the investigation need to be submitted to and approved in writing by the Local Planning Authority. Should a remediation scheme be required, this shall be submitted for approval by the Local Planning Authority. Such agreed measures shall be implemented and completed to the satisfaction of the Local Planning Authority prior to the commencement of any development of the site.

Reason: To safeguard future users or occupiers of this site and the wider environment from irreversible risks associated with the contaminants which are present on site.

5 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 3l/s for all storm events up to and including the 1 in 100 year plus 40% allowance for climate change storm event subject to agreement with the relevant third party/ All relevant permissions to discharge from the site into any outfall should be demonstrated.
- Provide sufficient storage to ensure no off site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 40% climate change event.
- Demonstrate that all storage features can half empty within 24 hours for the 1 in 30 plus 40% climate change critical storm event.
- 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.
- 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.
- An updated drainage strategy incorporating all of the above bullet points including matters already approved and highlighting any changes to the previously approved strategy. The scheme shall subsequently be implemented prior to occupation.

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.

6 Drainage

No works shall take place until a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works and prevent pollution has been submitted to, and approved in writing by, the local planning authority. The scheme shall subsequently be implemented as approved.

Reason

To ensure development does not increase flood risk elsewhere and does not contribute to water pollution.

7 Highways

No development shall take place, including any ground works or demolition, until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved plan shall be adhered to throughout the construction period. The Plan shall provide for:

- i. vehicle routing
- ii. the parking of vehicles of site operatives and visitors
- iii. loading and unloading of plant and materials
- iv. storage of plant and materials used in constructing the development
- v. wheel and underbody washing facilities

vi. dust mitigation measures

Reason: To ensure that on-road parking of these vehicles in the adjoining roads does not occur, that loose materials and spoil are not brought out onto the highway and that construction vehicles do not use unsuitable roads, in the interests of highway safety and in accordance with Local Plan Policies BE09 and BE12.

8 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 and of ground surfaces, and details for fenestration and doors (e.g., typical reveals, tenure blind, concealed vent strips), eaves (to support ecology) and rainwater goods 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.

9 Brickwork Sample Panels

No development above ground level shall take place until further details of the brickwork to be used in the development has been submitted to and approved in writing by the local planning authority. The details shall include: sample panels of the proposed brickwork to include mortar colour and jointing, and bonding. Development shall be carried out in accordance with the approved details.

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

10 Highways

Prior to first occupation of the development and as shown in Drawing no 16113.OS.109.13 Revision B, the proposed site access at its centre line shall be provided with clear to ground visibility splays with dimensions of 2.4 metres by 73 metres to the north and 2.4 metres by 82m to the south, as measured from and along the nearside edge of the carriageway. Such vehicular visibility splays shall be provided before the site access is first used by vehicular traffic and retained free of any obstruction at all times.

Reason: To provide adequate inter-visibility between vehicles using the site access and those in the existing public highway in the interest of highway safety in accordance with Local Plan Policy BE09.

11 Highways

Notwithstanding the site access drawing 16113.OS.109.13 Revision B, prior to first occupation the developer or successor in title shall provide kerbed radii at the site access.

Reason: To ensure that all vehicles can enter and leave the highway in a controlled manner in the interest of highway safety in accordance with Local Plan Policies BE09 and BE12.

12 Highways

The proposed development shall not be occupied until such time as the vehicle parking areas indicated on the approved plans, including any parking spaces for the mobility impaired, has been hard surfaced, sealed and marked out in parking bays. The vehicle parking area and associated turning area shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development.

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 Local Plan Policies BE12 and BE13.

13 Highways

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, as 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 in accordance with Local Plan Policies BE09 and BE12.

14 Highways

Prior to first occupation, the highway pedestrian improvements shown in Drawing 16113.OS.109.17 in Appendix C of the Transport Assessment shall be implemented and tactile paving and dropped kerbs will be constructed at the site access bellmouth junction and a minimum 2m wide footway that extends northwards from the main site access towards the junction where Roman Road meets the B1002.

Reason: To provide pedestrians and the mobility impaired with safe access in all directions in accordance with Local Plan Policies BE09 and BE12.

15 Lighting scheme

Prior to occupation a lighting scheme must be submitted for the approval of the Local Planning Authority. The lighting scheme shall be designed to ensure the amenity of local residents, ensure highway safety and protect ecology by preventing excessive light spill onto sensitive habitats. The development shall be implemented in accordance with the agreed details.

Reason: To ensure minimal nuisance or disturbance is caused to the detriment of the amenities of local residents, of ecology and of the area generally.

16 Noise

Prior to occupation of the residential units, the following details need to be submitted to and approved in writing by the local planning authority.

Details of glazing and ventilation for habitable rooms within the development to ensure suitable internal noise levels; and

Results of further acoustic testing to be carried out following installation, to confirm that the measures operate as designed to provide appropriate internal noise levels.

The proposed measures set out in the Noise Report to mitigate against noise internally and external amenity areas are required to be implemented.

Reason: In order to protect the amenity of future occupiers.

17 Drainage

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.

18 Secure by Design

Prior to occupation, a Secure by Design Statement shall be submitted to and approved in writing by the Local Planning Authority detailing how the development would adhere to the principles of Secure by Design. The Statement shall set out how the development achieves a Certificate of Compliance in respect of the Secured by Design Homes 2019 Version 2, March 2019, to the satisfaction of Essex Police. All security measures applied to the approved development shall be permanently retained thereafter.

Reason: In order to provide a good standard of security to future occupants and visitors to the site and to reduce the risk of crime, in accordance with Local Plan Policy BE15 and the aims and objectives of the NPPF chapter 8.

19 Meter Boxes

Notwithstanding the details shown on the drawings hereby approved; no meter boxes shall be installed until details and locations of the meter boxes 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.

20 Ecology

The following precautionary construction techniques must be followed:

- A walkover survey to be conducted by a suitably qualified ecologist as close as practicable, and no earlier than three months, before the commencement of the proposed works.
- All workers on site should be fully briefed concerning the presence of badgers in the area and the mitigation measures to be followed.
- Ensure security lighting is kept to a minimum and away from setts if these are present.
- Cover trenches at night or leave a plank of wood leant against the side to ensure badgers can escape if they were to accidentally fall in.
- Cover open pipework with a diameter of greater than 120mm at the end of the workday to prevent animals from entering and becoming trapped.
- Ensure that chemicals are stored appropriately overnight.
- Remove litter and waste material regularly.
- Check open pipework and open excavations each morning, before the commencement of work, to ensure no badgers or other animals have become trapped overnight.

Reason: In order to minimise the risk of harm to protected species.

21 Sustainability

The development hereby approved shall be designed and built to achieve at least a 10% reduction in carbon dioxide emissions above the requirements as set out in Part L Building Regulations.

Reason: In the interests of improving resource efficiency to meet the government's carbon targets in accordance with Policy BE01 of the Brentwood Local Plan 2016-2033.

22 Sustainability

The development hereby approved shall be designed and built to meet Regulation 36 2 (b) requirement of 110 litres/person/day water efficiency set out in part G2 of Building Regulations 2015.

Reason: In the interests of improving water usage efficiency in accordance with Policy BE02 of the Brentwood Local Plan 2016-2033.

23 Accessibility

All dwellings shall achieve the M(4)2 standard for accessible and adaptable dwellings of the Building Regulations 2015.

Reason: In the interests of ensuring all dwellings are capable of being readily adapted to meet the needs of those with disabilities and the elderly in accordance with policy HP01 of the Brentwood Local Plan 2016-2033.

24 Accessible Units

The two houses on plots 52 and 53 and apartment 43 in Block 3 shall be constructed to be capable of adaptation and comply with Part M4(3) of the Building Regulations 2015 (wheelchair accessible).

Reason: In the interests of ensuring all dwellings are capable of being readily adapted to meet the needs of those with disabilities and the elderly in accordance with policy HP01 of the Brentwood Local Plan 2016-2033.

25 Highways

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

Reason: To ensure appropriate cycle parking is provided in the interest of highway safety and amenity in accordance with Local Plan Policies BE12 and BE13.

26 Drainage

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.

27 Contamination

Should contamination be found that was not previously identified during any stage of the application hereby approved or not considered that contamination shall be made safe and reported immediately to the Local Planning Authority. The site shall be assessed and a remediation scheme shall be submitted for approval by the Local Planning Authority. Such agreed measures shall be implemented and completed to the satisfaction of the Local Planning Authority prior to the commencement of any development of the site.

Reason: To safeguard future users or occupiers of this site and the wider environment from irreversible risks associated with the contaminants which are present on site.

Informative(s)

1 INF05

The following development plan policies contained in the Brentwood Local Plan 2016-2033 are relevant to this decision: MG01, MG04, MG05, BE01, BE02, BE05, BE08, BE09, BE11, BE12, BE13, BE14, BE15, BE16, HP01, HP05, NE01, NE02, NE05, NE08, NE09, NE10 and R22.

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 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.

4 Anglian Water

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.

5 Anglian Water

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 0345606 6087.

6 Anglian Water

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.

7 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. INFORMATIVE:

8 Anglian Water

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.

9 ECC 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.

10 ECC SuDS

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

11 ECC SuDS

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.

12 ECC SuDS

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.

13 ECC SuDS

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.

14 ECC SuDS

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.

15 Highways

All housing developments in Essex which would result in the creation of a new street (more than five dwelling units communally served by a single all-purpose access) will be subject to The Advance Payments Code, Highways Act, 1980. The Developer will be served with an appropriate Notice within 6 weeks of building regulations approval being granted and prior to the commencement of any development must provide guaranteed deposits which will ensure that the new street is constructed in accordance with acceptable specification sufficient to ensure future maintenance as a public highway.

16 Highways

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.

17 Highways

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.

18 Highways

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.

BACKGROUND DOCUMENTS

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

<https://www.brentwood.gov.uk/-/applicationsviewcommentandtrack>

DECIDED: