

SITE PLAN ATTACHED

Development at Land South Of Harewood Road Pilgrims Hatch Essex CM15 9PD



Redevelopment of the site including demolition of social housing scheme (29 units) and garages and development of 40, one and two bedroom apartments and community room, comprising 100% affordable housing and Zero Carbon (in use), car park, landscaping and associated works.



APPLICATION NO: 22/01336/FUL

WARD	Pilgrims Hatch	8/13 WEEK DATE	21 Dec 2022
PARISH		Extension of Time	N/A
CASE OFFICER	Kathryn Williams		

Drawing no(s) relevant to this decision:	<ul style="list-style-type: none"> • Proposed plan (drawing ref. 001; 042; 100; 121; 122; 123; 124; 303; 400; 401; 300; 301; 302; 201; 202; 200) • Landscape general arrangement 800 P03 • Landscape boundary treatment systems tree pit detail 810 P02 • Landscape Management and Maintenance Plan • External Lighting Scheme 6002 • Thorlux Realta Micro Wall Light Datasheet • Undercroft parking luminaire Thorn DURO Datasheet • Illuminated EV Charge points EVBD-V01-R1 Datasheet • Bollard Thorn Thor 96264244 Datasheet • Planning Statement • Affordable Housing Statement • Design and Access Statement • Transport Statement • Flood Risk Assessment/Drainage Strategy • Essex Suds Water Quantity and Quality Proforma and Technical Note • Preliminary Ecological Appraisal and Surveys • Arboricultural Impact Assessment • Topographical survey • Sustainability and Energy Statement • Ground Investigation Report
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	<ul style="list-style-type: none"> • Preliminary Land Contamination Report • Statement of Community Involvement • Daylight and Sunlight Report • Archaeological Building Recording Report
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This application is a scheduled Committee item as the applicant is Brentwood Borough Council’s Housing Team and concerns Council owned land.

1. Proposals

The application is submitted on behalf of Brentwood Borough Council, as part of its Strategic Housing Delivery plan (SHDP), which as part of its remit identified a number of sites across the borough that could contribute to the Council’s objective of delivering affordable housing with low carbon emission and ‘green’ developments.

The proposed development includes the demolition of the existing 29 social housing units, together with a community room and garages. The redevelopment of the site is to deliver 40 flats (comprising of one and two bedrooms); a new community room, car park, landscaping and associated works. The proposal will be 100% affordable housing and will be Zero Carbon (in use).

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

Brentwood Corporate Strategy (Brentwood 2025) commits to introducing “*innovative carbon reduction and absorption schemes*” which “*identify opportunities for low emissions and green developments*” all whilst using brownfield sites efficiently. One of Brentwood Borough Objectives since 2021 is to develop a clear and deliverable strategic housing programme.

A pipeline of council owned sites was reviewed and their development potential explored in July 2020 and the site is one of them for regeneration into zero carbon affordable homes as identified by Strategic Housing Delivery Plan (SHDP).

The proposal has been subject to pre-application consultation with Council Officers in April, July and September 2022. The application is accompanied by a separate Statement of Community Involvement (SCI). The SCI provides further detail on the consultation exercise carried out as well as how the proposals were further refined and adapted following involvement with the community.

2. Site and Surroundings

The existing site comprises of two blocks of terraced bungalows to the north adjacent to

Harewood Road; one block of terraced bungalows to the east and another block of semi-detached bungalows to the south-east of Carisbrook Road. The remaining three blocks comprise of two-storey bedsit flats; one located to the north-east corner abutting the terraced bungalows and a double garage. The second is in the south-western corner of Carisbrook Road and the third to the west along Iver Road. Located to the eastern corner of the site boundary are further double garages.

The site includes a communal space in the centre of the site, shared by the residents with a concrete footpath linking the units. The development is currently used as social housing, with a communal room serving both the current residents and the neighbours of Harwood Road.

The site covers an area of 0.33ha and slopes downwards west to east. The site is accessed from Harewood Road to the north and Carisbrook Road to the south.

A building recording report has been submitted with the application, which details the appearance, size, construction, materials, layout and architectural detail of the existing buildings. The existing buildings were constructed in the early 1960's as part of a post war increase in social housing provision and have since been managed by Brentwood Borough Council. The size of the units are significantly below the current national space standards for housing, creating cramped living conditions. They are also constructed from low quality materials (including felt roofing) and have poor insulation. The buildings are not energy efficient and are considered by the applicant to be no longer fit for purpose.

The Local Plan Proposals Map does not afford the site any specific designation or heritage, landscape or other environmental protection. The surrounding development consists of residential properties with two storey terraced houses to the north, south and west and single storey bungalows to the east. A Co-Op shop is located to the west of the site on Harewood Road and Larchwood Primary School is within a short walking distance.

The Environment Agency flood risk maps shows the site as falling within a very low flood risk area, and part of the site as being subject to surface water flooding.

3. Policy Context

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

- MG01: Spatial Strategy
- MG03: Settlement Hierarchy
- MG05: Developer Contributions
- BE01: Carbon Reduction and Renewable Energy
- BE02: Water Efficiency and Management
- BE03: Establishing Low carbon and Renewable Energy Infrastructure Network
- BE04: Managing Heat risk

- BE05: Sustainable Drainage
- 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
- NE08: Air Quality
- NE09: Flood Risk
- NE06: Allotments and Community Food Growing Space
- NE10: Contaminated Land and Hazardous Substances
- PC10: Protecting and enhancing community Facilities

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, 3 neighbour representations have been received for this application. These can be summarised as follows:

- Redevelopment is very welcome in principle, but the existing bedsits provide homes for elderly, mostly single, tenants. Replacing them with one and two bedroom flats will mean families are moving onto the site.
- An increase in the number of adults means a potential increase in the number of cars being used by tenants and visitors.

- No measurements of the properties have been given, these may change down the line.
- There is a 3 storey block with balconies proposed on Carisbrook Road, how will this affect the sunlight of residents opposite and what is the distance between proposed and existing properties on the other side of the road?
- History of flooding down Carisbrook Road.
- Residents of nearby houses feel like their properties have been overlooked and that no compensation will be given to neighbours.
- Concern about dust and noise generated by the proposed works.

In response to the above comments received, the following comments are provided:

- The provision of one and two bedrooms units responds to the housing need and waiting list. The proposed layout is not suitable for families.
- Due to the demographic of future residents, it is not anticipated that the level of car ownership will be high. The development is in a sustainable location, with a community electric bus parking space on-site to promote sustainable forms of transport. Essex Highways have also raised no objections to the proposed development.
- All plans are to scale with the internal measurements provided in the accommodation schedule. Once approved, the development should be built with in accordance with the plans.
- The scheme was amended to remove the balconies to the apartments which face Carisbrook Road. The application is supported by a Daylight and Sunlight Report which confirms there will be no loss of daylighting to adjacent properties. The distance between the property of the respondent and the proposed development is circa 20m.
- The proposal cannot deal with surface water flooding outside the site boundary – but local authorities should ensure that flood risk is not increased elsewhere (by the development).
- Extensive consultation has been undertaken to obtain feedback from residents, alongside engagement with officers. These are captured in the SCI.
- The Construction and Environmental Management Plan will prevent noise and dust pollution at restricted times.

The application is also accompanied by a 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**

The above site is a previously developed site providing social housing owned by the

Council. The proposal will provide 40 new affordable homes, which will help the Council with delivering its housing needs and goes beyond the requirements of policy HP05: Affordable Housing, which requires 35% affordable homes.

The Local Plan Strategic Policy BE01: Carbon Reduction and Renewable Energy, requires all major developments to achieve at least 10% reduction in carbon dioxide emissions above the requirements of Part L Building Regulations. The proposal is expected to achieve zero carbon in use which goes beyond the requirements set out in the Local Plan policy.

The policy requirements that apply to this development have been met and is policy compliant. Therefore, from a planning policy perspective there is support for the application.

- **Housing Services Manager**

Further to your consultation request on the above proposed re-development of the Council owned Sheltered Housing Scheme which comprises of 29 one bedroom and bedsit properties to create 40 one-bedroom and two-bedroom apartments, which will be 100% affordable. I can confirm that Housing Services do fully support the application.

It is critical that we can increase the supply of affordable and good quality housing provision within the Borough to ease the burden on the Councils waiting lists and reduce homelessness.

Currently, we have 321 applicants who are registered on the Council's housing waiting lists for this type of accommodation and the minimum waiting time is in excess of two years.

The majority of these properties are in extremely poor condition due to their age and build type are no longer fit for purpose. For the most part, the properties are 'hard to let' which has meant that they are either allocated as emergency accommodation or remain empty. At this present time 8 of the properties are currently empty. In addition, there has been an increase in various types of anti-social behaviour in the immediate vicinity.

The approach to delivering carbon zero homes will provide energy efficient homes by using alternative heat sources and heat recovery systems, which will result in lower running costs for our residents, which will alleviate the impact of these issues.

The planned regeneration of the site demonstrates the Council's commitment to deliver much needed new affordable, low-cost housing for its residents and will also benefit the overall wider community in providing a community that they would want to live in.

- **Ecology, Landscape and Arboriculture Officer**

The site contains existing buildings set around a courtyard. There are only 5 small trees and shrubs on the site at present. Four have been assessed as Category C (Low Value) and one Category U (Unsuitable for retention). There is one large oak close to the northeast boundary which has been assessed as a Category B (Moderate Value) tree. Other off-site trees close to the boundaries have all been assessed as Category C. The arboricultural impact assessment confirms that all the offsite trees can be adequately protected during construction.

The existing trees within the site will require removal but new tree planting provided as part of the landscape scheme would mitigate for their loss. The Category B Oak is a large specimen with good amenity value. It is proposed to crown-lift this tree as it hangs

low over the site. This work would be required irrespective of this development as its branches are already touching the existing garages and are likely to cause structural damage if left.

The landscape scheme that has been submitted is considered broadly appropriate. Details have been provided for boundary treatments which are acceptable. A planting schedule has been provided, however this does not include a number of individual species and they have not been plotted on the landscape plan. It will be necessary to request a landscape condition requiring this information unless it can be provided prior to the application being determined.

An ecological assessment has been undertaken. This concluded that the site has generally low ecological value which is considered appropriate.

Some of the buildings were assessed as having low to moderate potential for summer roosting bats due to damaged soffits and loose tiles, although no signs of use were recorded during the survey. As a result, additional emergence surveys will be required between May and August to determine whether a Natural England licence is required and what mitigation is required. It is considered that this can be conditioned due to the generally low likelihood of use and that the scheme has the potential to provide appropriate mitigation if required.

During a site visit in the summer I noted birds using the roof space of building B4 for nesting. It will be important therefore to ensure that demolition is undertaken outside of bird nesting season.

I have no objection to the proposal subject to the additional information on the proposed planting and the results of the bat emergence surveys.

- **Environmental Health Officer**

- Contaminated Land

The Ground Investigation Report dated September 2022 found elevated levels of cadmium in the topsoil. As stated in Section 10.2.2, "Localised elevated Cadmium was recorded in WS5 at 0.2m in the reworked topsoil; this is potentially a risk to Human health only if gardens where vegetables can be grown are proposed. In this case further assessment and / or remediation will be required. If only communal gardens where homegrown vegetables are not allowed are proposed there will be no significant risk to end users". Elevated Benzo(a)pyrene, Benzo(b)fluoranthene and Dibenzo(a,h)anthracene were also recorded within the area of the infilled pond.

Environmental Health agree with the recommendations provided in the Section 12 of the Ground Investigation Report (listed below).

- Completion and reporting of the scheduled gas monitoring.
- Further investigation of the reworked topsoil and Made Ground, in particular in the area of the infilled pond.
- Discussions with service providers regarding the materials suitable for pipework etc.
- Discussions with regulatory bodies regarding the conclusions of this report.
- Detailed design of foundations.
- Potential Remediation of the site and verification of the remedial works.

Environmental Health supports that a remediation strategy should be submitted and approved before development begins, particularly as the site will have gardens and the

Design and Access Statement supports 'grow your own'. A verification strategy demonstrating the results of remediation should be submitted and approved once the approved remediation strategy has commenced.

Noise

Environmental Health recommends the submission of a Construction Environmental Management Plan (CEMP) for approval prior to the commencement of any work regarding the demolition and construction within a residential area. The CEMP should, as a minimum, consider the control of dust during construction and noise mitigation measures having regard to BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites.

Environmental Health would also recommend restricting construction activities to the following hours: 08:00 to 18:00 Monday to Friday, 08:00 to 13:00 Saturdays with none on Sundays and Public Holidays.

Bonfires

No bonfires during construction.

- **Operational Services Manager**

No response received.

- **Energy and Sustainability Advisor**

This review finds the planning requirements have been generally discussed, but also that there are some shortcomings in the amount and presence of some other data provided. The review suggests the need to prepare and submit a new energy review and accompanying sustainability statement to Brentwood Borough Council prior to commencement of development, to meet policy requirements and demonstrate how zero carbon in use can be achieved.

- **Mid & South Essex Health Care**

It is noted that, although the planning application proposes no.40 new dwellings, no.29 existing dwellings would be demolished giving a net gain of no.11 additional dwellings. You also highlight that all dwellings delivered would be affordable and built to net zero carbon (NZC) standards and that the scheme has significant viability challenges.

The ICB recognises the health benefits of providing high quality affordable homes and using NZC technologies. Taking these factors into consideration, the ICB would not request a financial contributions towards mitigating the development's impact on healthcare infrastructure but requests that the need for affordable homes for healthcare workers is recognised within the provisions controlling the allocation of the affordable homes to be provided.

- **National Highway**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and

needs as well as in providing effective stewardship of its long-term operation and integrity.

Referring to the consultation on the proposed development in the vicinity of the A12, that forms part of the Strategic Road Network, National Highways have no objection to the granting of permission. This site is some distance from the strategic road network, given this and the fact that the existing 29 dwellings are to be demolished and replaced, the extra traffic will be small and will be diluted by the time it reaches the A12. Therefore, the effect on the Strategic Road Network is unlikely to be severe.

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

The proposals entail the conversion of an existing local authority residential development of 29 dwellings into 40 new social / affordable one and two bed flats with parking for 22 cars. Vehicular access to the site's parking area is already established via an existing dropped kerb facility on Harewood Road. Parking provision for the proposals is below Brentwood Borough Council's adopted standards. However, the plans represent a significant improvement on the existing provision of four under-sized garages and one parking space for the whole site. It should also be recognised that car ownership for this type of housing is notably lower than for private market housing, so any impact of the development on surrounding streets should be minimised. Consequently, from a highway and transportation perspective, the impact of the proposal is acceptable to the Highway Authority subject to a number of requirements.

- **ECC SuDS**

Having reviewed the Flood Risk Assessment and the associated documents which accompanied the planning application, we do not object to the granting of planning permission subject to 4 conditions.

- **ECC Archaeology**

There are few entries in the vicinity of the proposed development. "Bishops Hall", a farmstead recorded in 1567 and still visible on early OS mapping (EHER 46494), is located to the south of the development area. The proposed development is outside the historic extent of this farmstead (which has been entirely demolished and is now covered in modern residential development). The site of an early 20th century radio station which played a significant role in WW2 and was heavily defended (EHER 15144) is located to the north-east of the proposed development. However, this is also outside the extent of the proposed development.

It is unlikely that the proposals will significantly affect any archaeological remains. The office has no archaeological recommendation to make on this application.

- **Essex Badger Protection Group**

Mitigation measures are recommended during the construction to protect any animals which may stray onto the site during the works. These should be included as conditions on any planning permission awarded and go beyond the basic mitigation proposed by the ecological appraisal which we consider to be insufficient.

- **Essex Police**

The applicant has had consultation with Essex Police, Designing out Crime Officer and incorporates designing out crime measures across the site, ensuring that subliminal crime prevention is apparent throughout the development and will ensure a safe and sustainable development for future residents of the development.

In view of the positive consultation and response to previous discussions between Essex Police and the applicant, Essex Police would like to see this applicant seek to achieve a Secured By Design (SBD) award in respect of this development. There are no apparent concerns with the layout of this site and we are be satisfied the site could potentially meet the necessary SBD accreditation.

- **Basildon Fire Station**

The proposal does not appear to affect Fire Service access to existing premises in the vicinity. Fire Service vehicular access to all aspects of the development will be expected to meet the requirements of the Building Regulations.

However, it is unclear how the proposal will achieve compliance with the requirement of Fire Service vehicular access to all aspects of the development for some of the 2nd floor flats, Unit 2 etc. Additionally, concern is raised with regard to the 'semi-private space' on some walkways which may lead to future access / fire loading issues and be detrimental to Brentwood Borough Council's 'CAMP' policy should the development remain under the Councils control; further observations on these matters will be made at consultation stage should the proposal be approved.

The Essex Police, Fire and Crime Commissioner Fire and Rescue Authority has no objection to the application subject to a number of criteria being understood.

- **Gas Pipeline**

Regarding the planning application which is in close proximity to our medium and low pressure assets, Gas Pipeline has no objection to the proposal from a planning perspective, however the following action is required. The following Informative Note should be added into the Decision Notice to prevent damage to our assets or interference with our rights:

"Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to."

- **Anglian Water**

Assets Affected

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.

Section 2 - Wastewater Treatment

The foul drainage from this development is in the catchment of Thames water owned asset Water Recycling Centre which currently does not have capacity to treat the flows the development site. Anglian Water are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission.

Section 3 - Used Water Network

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

Section 4 - Surface Water Disposal

Anglian Water has reviewed the submitted documents DRAINAGE STRATEGY REPORT and DRAINAGE STRATEGY APPENDIX, SUDs will be utilised with a final connection to the Anglian Water network at a maximum rate of 2l/s and can confirm that these are acceptable to us. We require these documents to be listed as approved plans/documents if permission is granted.

- **Thames Water development Planning**

Thames Water raise no objection with regard to SURFACE WATER drainage if the developer follows the sequential approach to the disposal of surface water. Management of surface water from new developments should follow guidance under sections 167 & 168 in the National Planning Policy Framework. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimise the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way.

Thames Water would not have any objection to the above planning application, based on the information provided with regard to waste water network and sewage treatment works.

- **Historic England**

No comments.

- **Environment Agency**

No comments.

- **Essex & Suffolk Water**

No response received.

- **Essex Wildlife Trust**

No response received.

- **Natural England**

No response received.

- **Royal Society For The Protection Of Birds**

No response received.

- **National Grid**

No response received.

- **Affinity Water**

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 3 above.

- **Principle of Development**

The site is located within Pilgrims Hatch and Local Plan Policy MG03 (Settlement Hierarchy) states that the main urban areas of Brentwood Borough, including Pilgrims Hatch, fall within the Settlement Category 1, namely Brentwood Urban Area. The settlement strategy further states that Brentwood offer the most scope to develop in accordance with sustainable development principles within this settlement category. Additionally, Policy MG03 notes that brownfield redevelopment opportunities will be encouraged to meet local needs.

The current site consists of a social housing scheme with 22 small bedsit bungalows, 6 one bedroom flats, a two storey house, a community room and garages. The size of the units is significantly below the national space standards for housing. The proposal is to redevelop this brownfield site into a zero carbon (in use) 100% affordable housing development, consisting of 40 one and two bedroom units and a community room.

The development would lead to a net increase in housing from 29no. bedsits/bungalows to 40no. affordable housing units, which would contribute towards the council's five year housing supply and improve the quality and quantity of housing stock in accordance with Local Plan Policy MG01 (Spatial Strategy).

A building recording report submitted with the application has demonstrated that the buildings were constructed in the early 1960's as part of a post war need for social housing provision. The buildings now present cramped living conditions and poor level of energy efficiency. The Housing Services Manager agrees that the buildings are in extremely poor condition due to their age and build type, being no longer fit for purpose. The officer also noted that the majority of the properties are 'hard to let' due to their condition; as a consequence they are either allocated as emergency accommodation or remain empty. At this present time 8 of the properties are currently empty.

Demolishing the existing housing stock will allow the provision of a high quality affordable housing development, designed to the highest sustainability standards. The proposed scheme would make a more efficient use of land compared to the existing, as well as significantly enhance the quality of the housing accommodation to meet the needs of local social tenants.

The new carbon zero homes would provide energy efficient homes by using alternative heat sources, heat recovery systems and photovoltaics panels. This will result in lower running costs for the residents, which will alleviate the impact of the increasing energy price.

The proposed community room will replace the current community space. As a result, the development does not result in the loss of a community asset in accordance with Local Plan Policy PC10 (Protecting and Enhancing Community Facilities). The room would be a "bookable space" for tenants and community groups coordinated by Brentwood Borough Councils Housing Team.

To conclude, the principle of development is considered acceptable and in accordance with Local Plan Policies MG01, MG03 and PC10.

- **Layout**

The proposed layout is articulated into two main areas. To the east is the parking area, accessible from Harewood Road, which includes a space for an electrically charged community bus. This broadly extends across a fourth of the site.

The residential development covers the remainder of the site, with entrances from Harewood Road, Iver Road, Carisbrook Road and the proposed parking area to the east, which is the main entrance. It comprises 3 blocks (A, B, C as shown on the elevation drawings) of simple, rectangular form, which run along the site boundary, sufficiently set back to allow the provision of ground floor gardens. Block C (to the east) partially overhangs the car parking area, creating a row of undercroft car parking spaces.

The ground floor includes a communal room measuring 45.2sqm, and a dedicated bin store room.

In the centre of the development is the central communal space with seating, picnic tables, rain gardens and raised beds for 'grow your own' allotments opportunities for residents.

Secure cycle parking is provided within the entrance lobbies, and a dedicated parking area for mobility scooters and bicycles is located by the Carisbrook Road entrance. Additional cycle parking has been provided along Harewood Road.

The buildings range from 2 to 3 storeys, with two storey blocks on the south and west boundaries facing Iver Road and Carisbrook Road. The three storey blocks to the north and east face Harewood Road and the proposed car park.

The proposed layout fits in well with the local urban grain, providing strong frontages and active surveillance, with permeability throughout the site, as well as opportunities for private and communal amenity spaces.

The proposal has been designed in consultation with the Essex Police Designing Out Crime Officer and incorporates designing out crime measures across the site. These measures include a secure communal area, defensible space in front of ground floor windows, secure cycle storage, secure parking and natural surveillance over car parking spaces.

In conclusion, the proposal provides a high quality design and layout and the arrangement of streets, buildings and green spaces would create an attractive, welcoming and distinctive place, which will foster a sense of belonging and community. This aspect of the proposal is in accordance with Local Plan Policies BE14 (Creating Successful Places), and BE15 (Planning for Inclusive Communities).

- **Design, Character and Appearance**

The proposed design presents strong frontages onto Harewood Road, Iver Road and Carisbrook Road.

Following a careful analysis of the local context and discussion with officers, the 3

storey elements have been located along Harewood Road, the key frontage, acting as the main elevation of the development.

The surroundings of the site consist of two-storey terraced houses to the south and west of the site, as well as single-storey bungalows to the north and east. There are also examples of three storey blocks of flats within the wider area. The site is separated from the surrounding dwellings with roads on its three boundaries. This allows for a slightly different scale to be developed without harming the character or appearance of the area whilst providing an efficient use of the site. Therefore, the size and scale of the development is considered appropriate in line with Local Plan Policy BE14.

The materials comprise a mix of light beige aluminium composite timber frames, red multi bricks, olde Essex red multi bricks and light beige renders. The palette of material is consistent with the character of the local area.

The proposed design is characterised by a brick clad first floor, which visually unifies the development, whilst the upper floors are finished with white render. The upper floors are subdivided into sections by brick cornices that not only break down the otherwise monotony of the white render, but also reflect on the elevation the extent of each individual unit's floorplan, making it easy to distinguish the flats from street level. The brick cornices produce vertical shadow gaps, which add interest to the elevation and conceal rainwater pipes and expansion joints.

The presence of horizontal brick bands (horizontal soldier bricks) and brise soleil above doors and windows further articulates the elevations. It is noted that the sizes of fenestration and shape of brise soleil are designed to meet thermal efficiency.

The edges of the flat roof are defined by aluminium capping, not only as a decorative feature but also to protect the top of the parapet walls from deterioration.

The proposed design represents a contemporary interpretation of the local vernacular (brick clad ground floor and render above) and makes a positive contribution to the character and appearance of the locality, in compliance with Local Plan Policy BE14.

The proposed balconies are another key component of the elevations. They provide private amenity space for the upper floor units, external circulation space for the upper floor flats and, importantly, they create a connection between the various blocks creating seating areas.

The balconies' metal railings characterise the gaps between the blocks and are a design feature of the undercroft car parking, as shown in the north-east and south-east corner elevations.

With respect of daylight and sunlight, the orientation and arrangement of the buildings is such that a greater number of units would have a south facing windows, to reduce energy demands and create light and sun filled comfortable and healthy living

environments in accordance with Local Plan Policy BE14. The buildings have also been designed to accommodate measures for solar shading in accordance with Local Plan Policies BE02 (Water Efficiency and Management) and BE04 (Managing Heat Risk).

- **Density**

The site measures 0.33 hectares with a density of 120 dwellings per hectares. This would promote an efficient use of land and exceed the minimum requirement of 35 dwellings per hectare in accordance with Local Plan Policy HP03 (Residential Density). The proposed density is considered appropriate in the context of a busy urban location.

- **Housing Mix and Affordable Housing**

The proposal would provide 40 apartments with the following housing mix:

House type (Affordable Housing)	Ground floor M4(2)	Ground floor M4(3)	First floor	Second floor	Total
One bedroom	7	1	11	8	27
Two bedroom	3	2	6	2	13
Total	10	3	17	10	40

The Affordable Housing Statement submitted with the application explains that the affordable housing type, mix and size has been determined by the current occupiers right to return, the strategic housing market assessment, housing strategy and Brentwood Borough Council Housing Team to ensure the proposed mix of units meet local housing need. The overall unit mix is considered acceptable and compliant with Local Plan Policy HP01 (Housing Mix).

The proposal would provide 100% affordable/social rented housing exceeding the minimum requirement of 35% of total number of residential units, as set out in Local Plan Policy HP05 (Affordable Housing). Whilst the policy would recommend a tenure split of 86% Affordable/Social Rent and 14% as other forms of affordable housing, the proposal focuses on affordable/social rented only to reflect local demand. The Housing Manager confirmed that Housing Services fully support the proposal.

The detailed schedule of accommodation submitted with the application demonstrates that all the proposed units are compliant with the nationally-described space standards as required by Local Plan Policy HP06 (Standards for New Housing). All units will be constructed to meet requirement M4(2) accessible and adaptable dwellings, as per policy requirement, and three units will be to M4(3) wheelchair accessible ground floor units (7.5%).

The proposal is considered to meet the requirements of Local Plan Policies HP01,

HP05 and HP06 as well as paragraph 60 of the NPPF.

- **Private and Communal Amenity**

The proposed development features a 400sqm private communal garden area, in the centre of the site, this will include seating, picnic tables, rain gardens and raised beds for 'grow your own' allotments opportunities for residents.

The inclusion of 'grow your own' areas is strongly welcomed, as it encourages social integration and community cohesion, in line with Local Plan Policy NE06 (Allotments and Community Food Growing Space).

With the exception of one unit, all the ground floor flats would be provided with private gardens on their front elevations and defensible space facing the central garden area. The ground floor with no private garden benefits from a 5sqm semi-private space and from close proximity to the communal garden area.

The Essex Design Guide stipulates that development on sites larger than 0.1 hectares should provide at least 25sqm of private space for each home. For this scheme, this would equate to 1,000sqm. However, the Guide also notes that apartments adjacent to and overlooking a park or other large public space of high amenity value could be provided with a smaller amount of communal space. Incorporating balconies into residential accommodation is encouraged and will be expected where the private communal space provision does not equate to 25sqm per flat.

All the proposed ground floor units apart from 1 benefit from defensible space as well as a private garden. One unit benefits from defensible space only. All the upper floors apart from 4 will be provided with 5sqm private balconies. Seating areas and communal balconies are available to the 5 units with no private garden or balcony, in addition to the central communal garden area.

Furthermore, the proposed development is within a 7 minute walk from a park to the east by the Brentwood Centre, and a 20 minute walk to the west from Weald Country Park.

On balance, it is considered that the provision of private and communal amenity space is acceptable and in line with Local Plan Policy HP06.

The scheme does not propose to provide children's play space. This is deemed acceptable given the nature of the scheme and demographic of future residents. The development includes a mix of one and two bedroom units for smaller and older households, thus the Council's Housing Team will not be seeking to place families with young children within the development as the accommodation is not suited to families. A Local Lettings Plan bespoke to the site will be prepared and submitted to Council Housing Committee prior to the occupation of the development.

- **Residential Amenity (Privacy, Noise and Lighting)**

The site is bound by other residential properties. The proposed units will maintain a minimum of 24m back-to-back distance between the east elevation and the back of the existing neighbouring bungalows. It is therefore considered that the proposed development will not result in overlooking and loss of privacy to the existing residential properties.

The distance between the southern and eastern blocks and the properties on the other side of the road varies between 15.4m and 20m. In light of this closer relationship, these blocks are 2 storey high to avoid being overbearing and leading to overlooking and loss of privacy. The southern block facing Carisbrook Road has no balconies to avoid creating opportunities for overlooking.

The Daylight and Sunlight report that accompanies this application demonstrates that the neighbouring buildings will not experience any adverse impact in terms of daylight and sunlight intake as a consequence of the proposed development.

Due to the configuration of the proposed courtyard, the windows of the proposed dwellings will face each other. However, the distance between units is sufficient to avoid impacting on the privacy of future residents in accordance with Local Plan Policy BE14.

Local Plan Policy BE14 also requires the proposal should mitigate the impact of air, noise, vibration and light pollution from internal and external sources, especially in intrinsically dark landscaped and residential areas.

With regards to noise, the proposed development is to be delivered on an existing housing site in a predominantly residential area. As a consequence, there will not be any impact on residential amenity of future residents or existing neighbouring residents. A condition requiring the submission and agreement of a Construction Environmental Management Plan prior to the commencement of the development will outline the methods to minimise the noise and air quality impact of the development on neighbouring residents.

A lighting scheme and details of lights have also been submitted, which provides secure lighting to the parking area and limits any light spill into adjacent properties. The car parking area will be lit by undercroft lighting and from the electrical vehicle charging upstands. The courtyard area will be lit by bollard lighting. This provision guarantees a safe environment whilst avoiding light pollution.

To conclude, this aspect of the proposal is in line with Local Policies BE14 and NE08 (Air Quality).

- **Landscape, Trees and Ecology**

A Tree Survey has been submitted with the application, which considers the condition, life expectancy and importance of the existing trees which has been assessed by the

Council's Arboricultural/Ecology officer. His comments are recorded in full above, but in short he concurs with the findings of the report.

The proposed landscape arrangement sees the retention of the existing trees on the site's eastern boundary and replacement planting to offset the loss of 2 trees and 3 shrubs, with hedging and shrubs as well as 15 additional trees. This is considered appropriate and in compliance with Local Plan Policy NE03 (Trees, Woodlands, Hedgerows).

A soft landscaped area will be provided along the boundary of the site consisting of grass, hedges and trees in accordance with Local Plan Policies BE14 and BE15.

The landscape strategy for the central courtyard has already been set out earlier in this report.

The Council's Ecologist, Landscape and Arboricultural Officer confirms that the landscape scheme is considered broadly appropriate. Details have been provided for boundary treatments which are acceptable. A planting schedule has been provided however this does not include a number of individual species and they have not been plotted on the landscape plan. These details should be submitted as part of a condition attached to any planning permission.

A Preliminary Ecological Appraisal has been submitted with the application, which confirms that the habitats on the site are of low ecological value. The Council's Ecologist, Landscape and Arboricultural Officer has requested that a condition be imposed requesting additional bat emergence surveys to be undertaken between May and August, as some of the buildings were assessed as having low to moderate potential for summer roosting. The officer also recommended a condition requesting works to be carried out outside of bird nesting season.

The proposed landscape enhancements include native species rich hedgerows and trees around the site, the provision of integrated swift boxes and sparrow terrace boxes and porous hedgehog fencing. This is considered appropriate and will lead to the provision of net biodiversity gains in accordance with Local Plan Policies NE01 (Protecting and Enhancing the Natural Environment) and NE02 (Green and Blue Infrastructure).

Therefore, subject to conditions, the proposal is considered in compliance with Local Plan Policies NE01, NE02, NE03, BE14 and BE15 as well as paragraph 179 of the NPPF.

- **Access, Parking and Highway Considerations**

The vehicle access into the site's car park is already established via an existing dropped kerb facility on Harewood Road. The proposal includes a new car park with 22no. parking spaces to the east of the site.

It is noted that the parking provision is below Brentwood Borough Council's adopted standards, requiring a minimum of 1no. space per 1-bed dwelling and 2 spaces per two-bed dwellings or more. A parking stress survey has been commissioned and confirmed that there is an average capacity of 92no. unrestricted parking spaces within a 200m walking distance from the site, demonstrating that the proposed development is unlikely to lead to an adverse impact on the surrounding local highway network.

The proposal presents a betterment to the existing scheme with 29no. dwellings having 1no. parking space and 1no. disable bay. It is also noted that car ownership for the proposed development would be lower than for private market housing given the demographic of future occupants. Essex Highway Authority considered the development would have a minimal impact on surrounding streets with regards to car parking. Therefore, the proposed parking provision is considered acceptable in principle in accordance with Local Plan Policy BE13 (Parking Standards).

The proposal also provides 1no. cycle parking per dwelling and 1no. visitor cycle parking per 8 dwellings in line with Essex Council's Cycle Parking Standards. 40no. cycle parking and 6 visitor cycle parking spaces have been provided in total by the entrances to the community space. This is supported and is in line with the requirements of Local Plan Policy BE9 (Sustainable Means of Travel and Walkable Streets).

The proposed development incorporates 22 EV charging points, 11 twin outlet chargers and one single for a community bus in accordance with Local Plan Policy BE11 (Electric and Low Emission Vehicles). The inclusion of a dedicated space for a community bus is particularly welcome as it will serve residents of the development as well as of the neighbourhood and beyond.

To cater for the anticipated demographic of future residents, the proposal includes a dedicated, secure area to park 8 mobility scooters, and the 3no. M4(3) units have been designed to park internally 2 mobility scooters each.

Given the predominantly residential setting of the area, it is considered that the proposed development will not significantly increase traffic movements. A Transport Assessment has been submitted demonstrating the proposal will not have an adverse impact upon the highway network. National Highways and Essex Highway Authority have been consulted on this matter and confirmed that the impact of the proposal is acceptable from a highway and transportation perspective in accordance with Local Plan Policy BE12 (Mitigating the Transport Impacts of Development).

The proposal is therefore considered in accordance with Local Plan Policies BE09, BE11, BE12 and BE13.

- **Sustainability**

The proposed development aspires to meet the requirements of Passivhaus as well as achieving net zero emission in use. This meets the aspirations of Local Plan Policy BE03 (Establishing Low Carbon and Renewable Energy Infrastructure Network) and of paragraph 148 of the NPPF, which requires the planning system to support the transition to a low carbon future in a changing climate.

A net zero carbon building is highly energy efficient and powered from on-site and/or off-site renewable energy sources, with any remaining carbon balance offset.

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

Local Plan Policy BE01 (Carbon Reduction and Renewable Energy) requires a 10% CO₂ reduction of Part L of the Building Regulations as a baseline. An Energy and Sustainability Statement has been submitted with the application which confirms that the scheme will target zero carbon emissions (in use) which exceeds policy requirements.

Policy BE01 further states that *“wherever possible, application of major development will be required to provide a minimum of 10% of the predicted energy needs of the development from renewable energy”*. Ground source heat pumps and solar photovoltaics are proposed, which meet the requirement for renewable energy supplement. The proposed waste water heat recovery system would also provide a small energy saving contribution to reduce carbon emissions.

Details of water efficiency measures to limit water use to 110 litres per person per day have also been provided. This is welcomed and in accordance with Local Plan Policy BE02.

As explained above, the homes will be designed with a fabric first approach and achieve a thermal bridge and draught free building envelope, which exceeds building regulations requirements for airtightness circa five times over. All the homes will be tested against the stringent Passivhaus pressure test requirements. This in line with the requirements of Local Plan Policy BE04.

The Energy and Sustainability Statement has been reviewed and it is found that the statement has generally positively addressed and sometimes exceeded the relevant planning requirements. The review goes on to state that certain areas of the scheme require additional detail to ensure the aims and intent of the zero-carbon in use development are achieved and to future proof the development for its occupiers.

However, there are some shortcomings in the amount and presence of some other data provided. Therefore, the Council's advisor has requested that an updated Energy Review and accompanying Sustainability Statement should be submitted prior to commencement of development to confirm how policy requirements are met and demonstrate how zero carbon in use can be achieved once the design is progressed to a more detailed stage.

Subject to the above condition, this aspect of the proposal is therefore considered to meet and exceed the requirements of Local Plan Policies BE01, BE02 and BE03 and BE04.

- **Refuse**

Local Plan Policy BE14 requires proposal to meet high design standards and to sensitively integrate parking places and functional needs for storage, refuse and recycling collection points.

The proposed site plan locates the bin store south of Harewood Road and north of the communal courtyard. During the pre-application process, the Council's Operational Services Manager confirmed that the location of the bin store room (which has not changed) is acceptable and policy compliant.

- **Drainage and Flooding**

A Flood Risk Assessment and Surface Water Drainage strategy have been submitted with the application in line with Local Plan Policies BE05 (Sustainable Drainage) and NE09 (Flood Risk). The Flood Risk Assessment confirms that the site is not at risk of flooding.

The drainage strategy has proposed the surface water to be disposed of by a combination of reuse, infiltration, attenuation and swales. The swales are located within the courtyard in line with Local Plan Policy NE02 (Green and Blue Infrastructure). Both infiltration and attenuation is proposed in the form of a below ground tank, as there is limited space for above ground SuDS features.

The majority of runoff from the residential roof will enter the filtration tanks located in the car park and the courtyard. Runoff from the car parks will be dealt with via permeable paving, and those from the footpath will be dealt with as swales in the courtyard.

With regard to surface water discharged into outfalls, a portion of surface water from the site will be discharged via infiltration and the remaining volume will be discharged to the nearby surface water sewer. Anglian Water has been consulted in the pre-application process and confirm the discharge point on Carisbrook Road in line with Local Plan Policy BE02.

Additional information has been provided by the applicant to demonstrate that the

appropriate level of treatment for all runoff leaving the site have been assessed in line with the Simple Index Approach of the CIRIA SuDS Manual C753. The pollution hazard level is considered to be low to very low.

The Essex County Council SuDS Officer has been consulted and has no objection subject to conditions. Therefore, the drainage is considered to be dealt with sustainably and would not increase the flooding elsewhere in accordance with Local Plan Policies BE02, NE02, BE05 as well as paragraphs 167 and 169 of the NPPF.

- **Archaeology**

The proposal site is not in a Conservation Area and there are no Listed Buildings or Heritage Records in its close proximity. The Essex County Archaeologist has commented on the proposal and concluded that it is unlikely that the proposals will significantly affect any archaeological remains considering the sparse nature of known nearby archaeological remains, coupled with the current developed nature of the site (which is likely to have disturbed any deposits that do exist).

The proposal is therefore considered to be then accordance with Local Plan Policy BE16 (Conservation and Enhancement of Historic Environment) and paragraph 94 of the NPPF.

- **Land Contamination**

A Ground Investigation Report has been prepared which found that there is a low to moderate risk to various receptors from a number of potential sources.

The following recommendations was made: *“Completion and reporting of the scheduled gas monitoring. Further investigation of the reworked topsoil and Made Ground, in particular in the area of the infilled pond. Discussions with service providers regarding the materials suitable for pipework etc. Discussions with regulatory bodies regarding the conclusions of this report. Detailed design of foundations. Potential Remediation of the site and verification of the remedial works”*.

The Environmental Health Officer has reviewed the Ground Investigation Report. The Officer agrees with the recommendations and requests that a remediation strategy be submitted prior to the commencement of development, and a verification strategy demonstrating the results of remediation be submitted and approved after the commencement of the remediation strategy.

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

- **Contributions**

Contributions towards healthcare would have been applicable to this proposal, in principle. However, further to discussion with officers and the applicant team, the NHS Mid and South Essex ICB recognised the health benefits of providing high quality affordable homes and using net zero carbon technologies. Taking these factors into consideration, the ICB did not request financial contributions towards mitigating the development's impact on healthcare infrastructure.

The ICB initially requested that the need for affordable homes for healthcare workers be recognised within the provisions controlling the allocation of the affordable homes. However, the Housing Department noted that the proposed affordable homes will be allocated in accordance with the local housing need list, which may include healthcare workers. Priority will be given to those existing tenants who wish to exercise the right to return. The ICB accepted this position and confirmed that they are satisfied with this approach.

The proposed number of units is below the threshold to generate a contribution towards Education.

Conclusion:

The principle of brownfield redevelopment is acceptable in the form as proposed; the scheme represents an opportunity for Brentwood Council to build, manage and retain its own affordable housing stock using its own asset, resulting in an inclusive and tenure blind affordable housing led scheme. Its sustainability credentials seek to at least match the requirements of the local plan policies. It is supported by the Council's Housing Service. In all other respects, it is considered to meet the thrust of both national and local plan policy, and is therefore recommended for approval, subject to conditions.

8. Recommendation

It is recommended that a RESOLUTION TO GRANT PERMISSION is issued subject to the following conditions:

1 TIM01 Standard Time – Full

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

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

2 DRA01A Development in accordance with drawings

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

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

3 Materials

Notwithstanding the details shown on the drawings hereby approved; no development above ground level shall take place until details of the materials to be used in the construction of the external surfaces of the buildings and of ground surfaces, and details for fenestration and doors (e.g., typical reveals, tenure blind, concealed vent strips), 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.

4 Brickwork

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.

5 Site Levels

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

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

6 Boundary Treatments, External Lighting and CCTV

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

Reason: In the interests of safeguarding the character and appearance of the area, secure be design and to safeguard living conditions of adjacent occupiers.

7 CEMP

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.

8 Ecology

The development shall not commence until a bat emergence survey, undertaken by a suitably qualified person, has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in full accordance with the recommendations of the survey.

Reason: In order to minimise the risk of harm to protected species. This information is required pre-commencement as any demolition or construction work has the potential harm protected species.

9 Landscaping

Prior to the commencement of the development hereby approved, a specification of all proposed soft and hard landscaping and tree planting shall be submitted to and approved in writing by the Local Planning Authority. The scheme of soft landscaping shall include details of the quantity, size, species, position and the proposed time of planting of all trees and shrubs to be planted, together with an indication of how they integrate with the proposal in the long term with regard to their mature size and anticipated routine maintenance and protection. In addition, all shrubs and hedges to be planted that are intended to achieve a significant size and presence in the landscape shall be similarly specified. All tree, shrub and hedge planting included within the above specification shall accord with BS3936:1992, BS4043:1989 and BS8545:2014 and current landscape best practice. The development shall thereafter be carried out solely in accordance with the details thus approved and shall thereafter be retained as such for the lifetime of the development unless otherwise approved, in writing, by the local planning authority.

Reason: To ensure a satisfactory and appropriate landscape scheme relative to the development in order to comply with Local Plan Policies NE02, NE03, BE14 and BE15.

10 Land Contamination

Prior to commencement of development, a remediation scheme should be submitted and approved in writing by the Local Planning Authority. A verification strategy demonstrating the results of remediation should be submitted and approved once the approved remediation strategy has commenced.

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.

11 Surface Water Drainage Scheme

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 2l/s for all storm events up to and including the 1 in 100 year rate plus 40% allowance for climate change. 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 of exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.
- 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; Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site.

12 Pipe cleaning

The development hereby permitted shall not be commenced, except for demolition, until the existing pipes within the extent of the site, which will be used to convey surface water, are cleared of any blockage and are restored to a fully working condition.

Reason: To ensure that drainage system implemented at the site will adequately function and dispose of surface water from the site. Failure to carry out the required maintenance before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site.

13 Highway

Prior to occupation of the development, the existing dropped kerb at the site access shall be widened to a minimum 5.5m.

Reason: To ensure vehicles can pass each other in a controlled manner that is clear of the highway whilst entering and leaving Harewood Road, which is in the interest of highway safety and in accordance with Local Plan Policy BE12.

14 Highway

The proposed development shall not be occupied until such time as the vehicle parking area 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 unless otherwise agreed with the Local Planning Authority.

Reason: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with Local Plan Policies BE12 and BE13.

15 Highway

Prior to first occupation, 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.

16 Highway

Prior to first occupation of the proposed development, the applicant 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.

17 Energy and Sustainability

Prior to commencement of development, an updated Energy and Sustainability Statement shall be submitted to the Local Planning Authority to demonstrate that the development will achieve zero carbon in use. This will include:

- Detailed calculations of the energy demand of the proposed building
- The way in which renewable energy generation will achieve at least 10% of the predicted energy needs of the development.
- Demonstration of how energy efficiency is to be achieved, to a standard commensurable to Passivhaus.
- The way the buildings will maintain thermal comfort during both wetter winters and drier, hotter summers

Reason: In the interests of improving resource efficiency to meet the government's carbon targets in accordance with Local Plan Policies BE01, BE02, BE03 and BE04.

18 Energy

Prior to first occupation, technical specification of the preferred ground source heat pumps and solar photovoltaics shall be submitted to the Local Planning Authority to demonstrate that the renewable energy technology can achieve the calculations set out

in the updated Energy and Sustainability Statement.

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

19 Affordable Housing

Prior to first occupation, detail of arrangements for the provision of the 100% affordable housing hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the arrangements to ensure that such provision is affordable for both initial and subsequent occupiers of the affordable housing.

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

20 Water efficiency

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.

21 Wheelchair access

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.

22 Wheelchair access

Flats 4, 6 and 10 shall be constructed to be capable of adaptation to 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.

23 Design

Notwithstanding the details shown on the drawings hereby approved; no external 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.

24 Ecology

Site clearance and demolition work shall only be undertaken between the months of September and February unless a scheme detailing a nesting bird check is submitted to and approved in writing by the local planning authority. The scheme shall include mitigation measures should any nesting birds be identified, including a suitable stand off and /or exclusion zones if nests or nests in construction are identified. The check shall be undertaken by a suitably qualified ecologist.

Reason: To avoid the destruction of habitats in accordance with Local Plan Policy NE01 and comply with relevant legislation.

Informative(s)

1 INF05

The following development plan policies contained in the Brentwood Local Plan 2016-2033 are relevant to this decision: MG01, MG03, MG05, BE01, BE02, BE03, BE04, BE05, BE09, BE11, BE12, BE13, BE14, BE15, BE16, HP01, HP03, HP05, HP06, NE01, NE02, NE03, NE08, NE09, NE10 and PC10.

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 Cadent Gas Ltd

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

5 SuDS

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

6 SuDS

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

7 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.

8 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.

9 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.

10 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.

11 Highway

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.

12 Highway

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.

13 Highway

The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org

14 Secure by Design

Where possible, each element of the proposal shall be constructed to the standard required to achieve Secured by Design accreditation (as awarded by Essex Police) 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.

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: