

SITE PLAN ATTACHED

GARAGE BLOCK SIR FRANCIS WAY BRENTWOOD ESSEX

**DEMOLITION OF EXISTING GARAGES AND CONSTRUCTION OF 4 X 3NO
BEDROOM, 3 STOREY HOUSES WITH ASSOCIATED CAR PARKING
ALONG WITH ALTERATIONS TO EXISTING CAR PARKING AND BIN
STORES**

APPLICATION NO: 22/00572/BBC

WARD	Brentwood West	8/13 WEEK DATE	9 June 2022 EOT until 20/03/2023
PARISH		POLICIES	
CASE OFFICER	Julia Sargeant		
Drawing no(s) relevant to this decision:	TH-03, TH-05, TH-06, TH-07, TH-08, TH-09, TH-10, TH-11, TH-12, TH-13, TH-14, TH-01, TH-04 Rev P5, TH-02 Rev P2.		

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

1. Proposals

Background

This application has been submitted by Brentwood Borough Council as part of the 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 much needed affordable housing within low carbon emission and 'green' developments.

The Council's Corporate Strategy 'Brentwood 2025' commits to Introducing "*innovative Carbon reduction and absorption schemes*", "identify opportunities for low emission and green developments" and using "*brownfield sites efficiently, such as council owned garage sites, to provide affordable homes...*"

The 7 year affordable homes development strategy (2021 – 2028) states that "*when directly developing new homes, the aim remains to provide a range of high-quality and*

energy efficient buildings to meet the needs and circumstances of Brentwood Borough Council residents both now and in the future.” The Council’s primary focus through this strategy is “the provision of new homes for letting at affordable rent or for low-cost home ownership.”

The proposal at Sir Francis Way forms part of the Phase 1 Small Sites Programme of Zero Carbon in use homes which aims to achieve around 200 new dwellings. The Small Sites Programme collectively identifies a range of housing types and tenures which is consistent with the Council’s Strategic Housing Market Assessment.

Site Description

The application site relates to an area of hardstanding and garages at the end of Sir Francis Way as well as the area of parking and bin store to the front of the blocks of flats containing No’s 49 – 89 Sir Francis Way. Access to both areas of the site is from Sir Francis Way. The site slopes gently from east to west and the surrounding area is predominantly residential with a mixture of three storey townhouses and blocks of flats ranging from 3 to 10 storeys in height.

The main section of the site, where the new dwellings are proposed, relates to a Council owned garage site which contains a total of 14 garages as well as an area of hardstanding used for informal parking, and an area of grass crete which is also used for informal parking. There are mature trees located along the southern and western site boundaries.

To the north and east of the application site is the residential development within Sir Francis Way. To the west of the application site is St Faiths Country Park and there is an informal pedestrian access point into St Faiths from the western boundary of the site. To the south of the site is the car park area associated with No. one London Road which is an office complex as well as a section of the rear garden boundary associated with No. 171E High Street.

Proposal

Planning permission is sought to demolish the existing garages on site and erect four three storey dwellings with associated landscaping and parking. Planning permission is also sought to revise the car parking and bin store to the front of flats 49 – 89 Sir Francis Way.

The proposal is for 100% affordable housing, with all four dwellings comprising affordable housing. The dwellings would be ‘Zero Carbon in use’ homes which means the amount of carbon emissions associated with the proposed dwellings and buildings operational energy is zero or negative, with any outstanding emissions being offset by renewable energy sources.

The proposed dwellings would be positioned towards the southern boundary of the main section of the site, roughly following the line of existing three storey townhouses along Sir Francis Way. To the rear each dwelling would benefit from private amenity space and to the front each would have a small front garden area. Bin stores and cycle parking will be located within the rear garden of each dwelling. 4 parking spaces are proposed to serve the new dwellings, one for each property. Six further parking spaces are also proposed within this section of the site as part of the replacement parking for those spaces that would be lost through the development.

The proposed dwellings would form a staggered terrace of three storey town houses with flat roofs running east west across the site. Each dwelling would measure 5.2 metres wide by 9.4 metres deep with an overall ridge height of 9.6 metres. The dwellings would be finished in red multi stock brickwork with waterproof membrane for the flat roof with solar PV panels facing south and aluminium powder coated windows and doors in grey.

Internally each dwelling would contain a kitchen/diner, W.C, store room, hallway and bedroom at ground floor level, a living room, store, hallway, study room and bathroom at first floor level and two further bedrooms (one with en-suite) at second floor level. The overall internal floorspace for each dwelling is 104m² and meets the requirements for a 3 bed 5 person dwelling under the Technical Housing Standards - Nationally Described Space Standards (NDSS) 2015.

The pedestrian access to St Faiths would be retained as part of the development.

As part of the proposal the parking and bin store area to the front of No's 49 – 89 Sir Francis Way are to be renovated with four additional car parking spaces created alongside new bin collection points.

2. Policy Context

The Brentwood Local Plan 2016-2033

The Plan was adopted as the Development Plan for the Borough on 23 March 2022. At the same time the Brentwood Replacement Local Plan, August 2005 (saved policies, August 2008) was revoked. The following policies are most relevant to this application:

MG01 – Managing Growth

BE02 – Water Efficiency and Management

BE04 – Managing Heat Risk

BE05 – Sustainable Drainage

BE07 – Connecting New Developments to Digital 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

HP01 – Housing Mix
HP03 – Residential Density
HP06 – Standards for new Housing
NE01 – Protecting and Enhancing the Natural Environment
NE03 – Trees, Woodlands, Hedgerows
NE10 – Contaminated Land and Hazardous Substances

Other Local Documents or Guidance

Essex Parking Standards 2009

National Planning Policy and Guidance

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

National Design Guide (NDG)

3. Relevant History

14/01494/FUL - Creation of a grasscrete surface for car parking spaces on grass verge, with the inclusion of timber posts and flush concrete kerbing. – Permitted - 23.03.2015

4. Neighbour Responses

Three periods of public consultation were undertaken on this application. With the first public consultation 6 letters of representation were received raising the following concerns (summarised):

- Current access to St Faiths would not be possible as end house would block this. Any new access would require a ramp and removal of trees.
- Concern over displacement parking. The DHA survey suggests 9 vehicles could be displaced which is incorrect. Average of 15 cars utilise this area at night. No alternative parking areas available.
- There are currently insufficient parking spaces for the residents of Sir Francis Way.
- People already have no choice but to park in 'no parking' areas because there are no other options.
- If this proposal goes ahead there will be between 15 and 20 vehicles double parking, parking on pavements, parking in areas where they should not be, all of which will generate a high level of anti-social behaviour and confrontation.
- While the proposal appears to meet the Essex Parking Standards for the new dwellings, in doing so, it reduces the number of spaces for existing residents and their visitors to well below the standard.
- The application makes various assumptions about people's parking habits. The current way the spaces are being used should be considered, but as per the

Essex Parking Standards, the Council should be more concerned about the number of bedrooms in each of the existing dwellings and potential cars associated with each one.

- Density of development in/around High St. area. Already far too much housing with lack of parking in the vicinity and more future plans.
- Should this proposal be allowed it will impact the wellbeing of local residents, making it difficult to park (if not impossible) also providing a knock on impact to other services such as leaving no parking for Home Carers and service providers such as Axis or other third parties needing to carry out works to existing properties.
- Proposal does not follow the local development plan.
- Loss of privacy to dwelling to rear as 4 houses will look directly onto property.
- What will be built on the boundary to the rear.
- Noise of construction will cause distress.
- Development will destroy habitat.
- Proposal will result in loss of trees and appear to propose cutting down tree on neighbours property to the rear.
- The Council is aware that parking in Sir Francis Way is insufficient as it installed the 'grasscrete' area within the site only a few years ago to increase parking provision following complaints.
- Concern over air pollution, noise pollution, traffic works during construction and impact on the environment.

One letter of representation was received neither objecting to or supporting the application raising the following point:

- Keen to ensure that this development retains the current alleyway to the left of the site and runs behind 40-47 Sir Francis Way

Under the second public consultation (consulting on changes to parking provision, retaining access to St Faiths and red line area) 2 letters of representation were received raising the following concerns (summarised):

- Whilst revisions are better than original still raise objection.
- Where are the glass recycling bins going to go?
- Loss of parking still not dealt with. 6 "new" spaces are effectively only making up 2 new spaces.
- Suggest Sir Francis Way Car Park, (currently used by Axis), alongside Drake House is purchased/earmarked for additional zonal parking to alleviate shortfall before plan is approved.
- Bin area and new parking area must be in place before garages removed and any building work commences in that area.
- In relation to access to St Faiths can a tractor actually get access from Honey Pot Lane without removing trees?
- A better use of this area would be to remove garages and put in electric charging stations for a greener driving future.
- The parking is no better as no increase in the number of parking places.

- What is the point of removing garages to create 4 houses.
- Take issue with the assertion that much needed dwellings in this part of the Borough are needed. There are plenty of empty housing units in Brentwood West already but nowhere to park.
- Will the development contribute to new schools, doctors etc
- Noise and air pollution issues.
- Sir Francis Way is very narrow with constant car parking on the road and the junction with Tower Hill/Weald Road will prove very dangerous.
- New dwellings will overlook property to the south and cause light pollution.
- Roots of trees on neighbouring land will be destroyed.
- Boundary plans to the south are unsatisfactory. A brick boundary wall should be erected like the remainder of the boundary and not a wooden fence.

Under the third public consultation (consulting on changes to the parking provision) three letters of representation were received raising the following issues (summarised):

- Current lack of parking for residents will become a much bigger problem with this development.
- Little thought given to existing residents to ensure they retain some ability to park their cars and receive visitors.
- Development at the Sir Charles Napier pub has zero parking so future residents will park their cars in neighbouring streets, Sir Francis Way being one of the closest.
- If the garages had been maintained they would easily rent out to residents.
- Idea of adding electric charging points in this area is a good idea and forward thinking.
- No feedback on ground work checks for potential pollution.
- Require clarification on who will be able to park in the newly formed spaces – will they be open for all or residential permit parking.
- Plan is inefficient use of council funds as would only deliver 4 new houses in an area already heavily populated.
- Extra parking with electric charging points should be proposed instead of housing.
- Previous objections with regard to rear boundary still stand. Garages can't be removed without trespassing on neighbouring land.
- Development will destroy the root system of fruit trees on neighbouring property as well as damage a garden shed.
- Badger run in neighbouring land will be disturbed.
- Loss of privacy.
- Disturbance from construction.

5. 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/>.

- **ECC SUDS:**

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

- 1 – Provision of a detailed surface water drainage scheme for the site
- 2 – Maintenance plan for the surface water drainage scheme
- 3 – Yearly logs of maintenance

- **Thames Water Development Planning:**

Waste Comments:

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow guidance under sections 167 & 168 in the National Planning Policy Framework.

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

Water Comments:

With regard to water supply, this comes within the area supplied by the Essex and Suffolk Water Company.

- **Arboriculturalist:**

The site comprises a block of garages and hardstanding adjacent to residential properties on Sir Francis Way. There is access from this area into the adjacent public open space which links into St Faiths Country Park. Trees are growing on the southern and western boundaries.

A tree assessment, undertaken in accordance with BS5837:2012 has been submitted with the application. This identified 3 Category B (Moderate Value) trees and 11 Category C (Low Value) individual trees and 1 group. T5 is a Category B sycamore (although the Tree Survey suggests it is only marginally within that Category) which is just outside of the southern site boundary. This is a relatively small multi-stemmed specimen that might require some management work. There is sufficient space however for construction to be carried out without significant effects on the tree.

Following discussions with the Streetscene team it has been confirmed that the access into the public open space will be limited to pedestrian use, with maintenance vehicles accessing from Honey Pot Lane. This will enable the two Category B sycamores on the boundary with the open space to be retained without any significant impacts.

A total of 6 Category C trees will require removal to facilitate development. These are all early mature sycamore and ash. It is considered that their removal should not be a constraint to the development.

Existing trees close to the flat block can be retained if appropriate hand-dig construction measures are followed when creating additional parking and bin store provision.

An outline arboricultural method statement has been provided; however this should be updated and expanded to include the works around the trees adjacent to the flats. This can be dealt with by condition.

Opportunities for new landscape planting will be limited therefore it will be important to ensure good quality materials are used to achieve the best quality appearance. The detailed landscape scheme can be finalised by condition.

An ecological assessment has been submitted which concluded that the scheme would not result in any significant adverse effects on biodiversity. I would agree with that conclusion.

- **Basildon Fire Station:**

Access

Access for Fire Service purposes has been considered in accordance with the Essex Act 1987 - Section 13 and the Building Regulations 2010.

The proposal does not affect Fire Service access to existing premises in the vicinity and therefore in compliance with Section 13 (1)(b) of The Act.

Fire Service vehicular access will be expected to meet the requirements of The Building Regulations Approved Document 'B' Fire Safety Volume 1 Section B5 (Section 13 (1)(a) of The Act).

Subject to the above conditions being confirmed / achieved the Essex Police, Fire and Crime Commissioner Fire and Rescue Authority has no objection to the application proceeding.

Building Regulations

It is the responsibility of anyone carrying out building work to comply with the relevant requirements of the Building Regulations. Applicants can decide whether to apply to the Local Authority for Building Control or to appoint an Approved Inspector.

Flood Plain Risk

Although the flood plain map for the area shows that the site does not lay within a designated flood plain the following statement with regard developments within any level of flood zone / risk from fluvial / pluvial flooding is submitted as part of this consultation.

At present, Essex County Fire and Rescue Service (ECFRS) under the Fire and Rescue Services Act 2004 and the Fire and Rescue Services (Emergencies) Order 2007, does not have a statutory duty to respond to flooding issues. However, ECFRS is committed to protecting the people of Essex and will always endeavour to respond to a flooding emergency based on a risk assessed approach. Due to the limited availability of specialist water rescue resources during flooding incidents, ECFRS has, on recent previous occasions, had to limit their operational response to 'life threatening situations' only. We would not therefore support proposals that are likely to increase this situation or add to the volume of calls received.

Water Supplies

Statutory fire hydrant(s) are located in the vicinity of this development. The extent of works are such that no additional arrangements with regards water supplies for fire-fighting purposes are required.

Sprinkler Systems

There is clear evidence that the installation of Automatic Water Suppression Systems (AWSS) can be effective in the rapid suppression of fires. Essex County Fire & Rescue Service (ECFRS) therefore uses every occasion to urge building owners and developers to consider the installation of AWSS.

• **Highway Authority:**

The proposals entail the continued use of the existing access at the end of Sir Francis Way. Given the type of dwellings proposed and the location of the development close to Brentwood town centre with all its facilities including car parks and extensive public transport services, it is agreed that a reduction to Brentwood's parking standards to one space per dwelling is appropriate. This will allow 6 spaces to be provided for non-residents of the new dwellings. Together with the proposed rearrangement and removal of highway rights of the existing parking square outside the adjacent apartment block, this should ensure that any losses of parking within the existing garage block will be satisfactorily offset.

Therefore, from a highway and transportation perspective, the impact of the proposal is acceptable to the Highway Authority subject to conditions relating to the following:

- 1 – Submission of a Construction Management Plan
- 2 – Provision of parking to the front of the flats prior to construction of the dwellings
- 3 – provision of all parking prior to dwellings being occupied
- 4 – provision of cycle parking

5- provision of a residential travel information pack

- **Environmental Health & Enforcement Manager:**

I would recommend the submission of a Construction Environmental Management Plan to the LPA for approval prior to works commencing due to the proximity of receptors to the site of construction. The CEMP should as a minimum deal with 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. The CEMP should also confirm construction hours. Environmental Health would 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.

No development shall take place until an intrusive site investigation (Phase 2 Contamination Report) is completed to identify the "unknown chemical composition beneath the site", in accordance with the suggestions made in the Phase 1 Report. The results of the site investigation shall be made available to the local planning authority before any development begins. If contamination is found, a remediation strategy should be submitted.

No bonfires should be permitted during construction.

- **Operational Services Manager:**

With regards to Sir Frances Way garage site. I have been to site and have identified a route we can use to access the Sir Francis Way public open space from the Honey Pot Lane access. It will require removal of some trees, and vegetation to ensure access is wide enough for the equipment, but is possible.

- **Housing Services Manager:**

First Response:

Further to your consultation request on the above proposed re-development of the garage site at Sir Francis Way, 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 over 140 applicants who are registered on the Council's housing waiting lists for 3-bedroom accommodation and the average waiting time is between 4 and 13 years for this type of accommodation. Whilst the proposal is fairly small in the provision of 4 new 3-bedroom dwellings, this will provide us with the opportunity to move existing tenants whose current accommodation do not

sufficiently meet their housing needs and to free up smaller sized accommodation for applicants who currently do not have secure accommodation available to them.

Part of the site includes the Council owned garage site which is in extremely poor condition and due the age and build is no longer fit for purpose. For the most part, it has historically been used for storage purposes rather than vehicular use. In addition, there has generally been a low demand for these garages, which has attracted an increase in various types of anti-social behaviour in the overall area.

The Housing department has also ensured the access to the playing fields for local residents will be retained along with grounds maintenance. In addition, visitor parking has been applied to this site as the Housing Department are aware of local pressure on capacity. The approach to deliver carbon zero homes will deliver energy efficient homes by using alternative heat sources and heat recovery systems will result in lower running costs which will reduce the impact of these issues. The planned regeneration of the site will provide not only work towards assisting the Council in the supply of much needed new affordable, low cost housing, and will benefit the overall wider community in providing a community that they would want to live in.

Second Response:

Further to your re-consultation request dated the 10th August 2022 on the above proposed re-development of the garage site at Sir Francis Way, I can confirm that Housing Services do fully support the revised 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 over 130 applicants who are registered on the Council's housing waiting lists for 3-bedroom accommodation and the average waiting time is between 4 and 13 years for this type of accommodation. Whilst the proposal is fairly small in the provision of 4 new 3-bedroom dwellings, this will provide us with the opportunity to move existing tenants whose current accommodation do not sufficiently meet their housing needs and to free up smaller sized accommodation for applicants who currently do not have secure accommodation available to them.

Part of the site includes the Council owned garage site which is in extremely poor condition and due the age and build is no longer fit for purpose. For the most part, it has historically been used for storage purposes rather than vehicular use. Currently, we have 9 garages which are void due to either lack of demand or are in such poor condition they are unlettable. In addition, there has generally been a low demand for these garages, which has attracted an increase in various types of anti-social behaviour in the overall area.

The Housing department has also ensured the pedestrian access to the playing fields for local residents will be retained. As there has been no established vehicular

right of access for any vehicles to the playing fields from Sir Francis Way we would not support any defined vehicular access into the playing fields as this would mean the loss of established trees on the boundary which would be detrimental to the local area and our residents. The Grounds Maintenance teams can access the playing fields from an established access point on Honeypot lane.

The revised plans show that the displaced grasscrete parking has been re-located and an additional 2 parking spaces will be formalised by the reconfiguration of the existing parking area to the front of the flatted block in Sir Francis Way. The revised proposal also seeks to improve the existing bin storage area, which is no longer fit for purpose, difficult or inaccessible for residents that have mobility issues and encourages fly-tipping in the immediate vicinity. It is welcomed that the proposal will allow for a greater capacity for recycling and greatly improves the safety for our residents by creating accessible designated pathways is a benefit for the immediate wider community.

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

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

6. Summary of Issues

Principle of the Development

The Council is required to determine planning applications in accordance with the Development Plan unless material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004 (PCPA 2004) and Section 70 (2) of the Town and Country Planning Act 1990 (TCPA 1990)).

The NPPF is clear that sustainable development is at the heart of the planning system. The Framework's definition of sustainable development has three interdependent objectives that are mutually dependent upon each other and need to be balanced. These are the economic, social and environmental objectives.

As detailed above The Brentwood Local Plan 2016-2033 is the Development plan for the borough and the main relevant policies in relation to this application are listed above and although these should not be read in isolation, they are the most relevant to this application.

The application site is located within an existing residential area within the urban area of Brentwood which the Development Plan (Policy MG03) identifies

as Settlement Category 1. A settlement category 1 is defined as follows “ *This incorporates the towns and neighbourhoods that collectively form the main urban area of Brentwood Borough. They provide a wide range of existing community infrastructure, services and opportunities for employment, retail, education, health and leisure facilities in designated Town, District and Local Centres for the immediate residential areas as well as to the wider population and Borough. They are typically highly accessible and well served by public transport provision, including rail services.*”

Category 1 settlements are a focus for development in the Borough. In principle a Category 1 Settlement is an appropriate place for a development of this type and size.

The development plan does not contain any site-specific policies for the land and the site is not within proximity of any heritage assets or protected designations. The application site currently comprises hardstanding, grass-crete and garages, many of which are in a state of disrepair and appear to be underused. The site is classified as a brownfield site and NPPF within chapter 11 promotes making effective use of land, is supportive of the redevelopment of brownfield sites and making as much use as possible of brownfield sites to deliver new housing. Furthermore paragraph 120 states planning policies and decisions should “*give substantial weight to the value of using suitable brownfield land within settlements for homes...*” The principle of development is therefore supported.

Housing Need and Mix

As part of the drive to deliver new homes the Government has stated that there is a need for councils to demonstrate that there are sufficient sites available to meet the housing requirements for the next five years; this is known as the Five Year Housing Land Supply (5YHLS).

The Council can demonstrate a five year housing land supply through its new local plan. In November 2022, a Housing Delivery and Supply Monitoring Update was provided to the Planning Committee. This report identified that the Brentwood Local Plan had identified a five year land supply of 5.21 years. Whilst this figure informs the Local Plan, a land supply of 6.9 years has now been identified.

In relation to the Housing Delivery Test (HDT), a 2022 position statement was provided, the first following adoption of the new local plan. Whilst this has not been subject to final verification by DLUHC, through the publication of the annual HDT results, the HDT measurement is anticipated to be 86%, which is in excess of the 85% requirement and the application of the NPPF paragraph 11(d) presumption in favour of sustainable development no longer applies.

However the 5YHLS is not a cap on development and the delivery of affordable housing is an important issue within the Borough. In Brentwood over the period of

5 years (2015/2016 – 2019/2020) there has been an under provision of affordable housing and it is therefore essential that the number of affordable homes being delivered is increased (Brentwood Housing Strategy 2021 – 2026).

This proposal is for four 3 bedroom affordable dwellings for affordable rent, which weighs heavily in favour of the proposal, as it would be meeting an identified need within the Borough and forms part of a larger strategy by the Council to directly deliver new affordable homes. The Council's Housing Services Department fully supports this application and advises that it is critical the Council can increase the supply of affordable and good quality housing provision within the Borough to ease the burden on the Council's waiting lists. It further advises that currently, it has over 130 applicants who are registered on the Council's housing waiting lists for 3-bedroom accommodation and the average waiting time is between 4 and 13 years for this type of accommodation. Furthermore, the provision of new 3-bedroom dwellings will provide the housing team with the opportunity to move existing tenants whose current accommodation do not sufficiently meet their housing needs and to free up smaller sized accommodation for applicants who currently do not have secure accommodation available to them.

Density

Policy HP03 of the adopted Local Plan relates to residential density and advises that development should take a design led approach to density which ensures schemes are sympathetic to local character and make efficient use of land and should be expected to achieve a net density of at least 35 dwellings per hectare net or higher, unless the character of the surrounding area suggests that such densities would be inappropriate, or where other site constraints make such densities unachievable.

This proposal would result in a density of 42 dwellings per hectare which accords with the policy requirements of HP03.

Design and Impact on the Character of the Area

Part of the environmental role of sustainable development as referred to in the NPPF, is that the planning system promotes high quality development through good inclusive design and layout, and the creation of safe, sustainable, liveable and mixed communities. Good design should be indivisible from good planning. Recognised principles of good design seek to create a high-quality built environment for all types of development. It should be noted that good design is fundamental to high quality new development and its importance is reflected in the NPPF. The National Design Guide is also relevant to the consideration of this application and illustrates the Government's priorities for well-designed places.

Policy BE14 of The Brentwood Local Plan seeks to ensure that all development proposals meet high design standards and deliver safe, inclusive, attractive and accessible places.

The application site is located at the end of St Francis Way and is viewed within the context of the existing surrounding residential built form which comprises three storey town houses and blocks of flats of a 50's/60's modernist style.

The proposed development would introduce a further row of four staggered terraced townhouses to the southwest of the existing staggered row of townhouses. The proposed dwellings reflect the scale and bulk of the existing townhouses whilst introducing a more modern approach to the materials and finishes proposed and also incorporate small flat roofed porch projections. The dwellings would be orientated to face north-east allowing solar PV panels to be orientated south west on the roofs of the dwellings. In terms of layout the proposal is the most logical use of the site and land available, and the development would be reflective of the wider environment and character of the area.

In terms of the materials proposed red multi stock brickwork is considered to be in keeping with the surrounding area where the majority of the built form is finished in red multi stock brickwork. The introduction of aluminium powder coated windows and doors in grey would not result in any material harm to the character of the surrounding area.

Overall, it is considered that the design approach taken is appropriate to the site and wider built environment. The development would therefore comply with Local Plan Policy BE14, as well as the guidance contained within the NPPF and the NDG.

Impact on Residential Amenity

There are existing residential dwellings to the north, east and south east of the proposed development.

In terms of the proposed use the development of the site for four dwellings within a residential area would be acceptable in principle and would not result in any materially harmful impacts due to noise or disturbance. Similarly, the additional parking and reconfigured bin store to the front of the blocks of flats containing No's 49 – 89 Sir Francis Way is acceptable in principle and would not result in any materially harmful impacts due to noise or disturbance. It is noted that a letter of objection has been received from a nearby resident raising concerns over construction traffic, noise, and disturbance and whilst these concerns are understood they would only be a temporary issue and can be managed through the use of a construction method statement to minimise the impact of the construction of the development upon surrounding residents.

The Essex Design Guide (EDG) normally requires a minimum of 25 metres between the backs of properties with habitable windows facing each other. However, the guide states that where new developments backs onto the rear of existing housing, existing residents are entitled to a greater degree of privacy to their rear garden boundary. Therefore, the new development should not encroach any closer than 15 metres to an existing rear boundary, however where the rears of the new houses face those of the existing homes at an angle of more than 30°, this spacing may be decreased proportionately, down to a minimum of 1m from the boundary. However, the EDG recognises that it is not possible to meet the distance standards on all developments, particularly in urban areas where higher density development is located. In such settings design is crucial to ensure that no material loss of privacy or overlooking occurs. Whilst the guidance within the EDG is merely guidance and not a set rule for new development to follow it is a good guide for starting the assessment of a proposed development.

To the north of the proposed dwellings is the most southern block of the block of flats containing No's 49 – 89 Sir Francis Way. The front elevation of the proposed dwellings would be positioned between 15.6 and 22 metres from the flank elevation of the block of flats. There are no windows within the flank elevation of the block of flats, and this, combined with the distance involved ensures that no materially harmful impacts will occur towards the occupiers of these flats.

To the east of the proposed dwellings is No. 48 Sir Francis Way which is the westernmost townhouse within the existing terrace of townhouses. The easternmost of the proposed dwellings would be positioned approximately 5.8 metres to the west of No. 48. There are no windows within the flank elevation of No. 48 and only one window at ground floor level within the flank elevation of the proposed dwelling. Given the distance involved, and the placement of the proposed dwelling it is considered that the proposal will not result in any material loss of privacy, overbearing impact or material loss of light towards the occupiers of No. 48 Sir Francis Way. It is noted that a letter of representation was received querying whether the excising rear access path for the existing townhouses along Sir Francis Way is to be retained. This access is shown retained on the plans and the agent has confirmed that this will be retained for the existing townhouses.

To the south east of the proposed dwellings is No. 171E High Street which is a detached property set back from the High Street which benefits from a substantial plot. Approximately half of the rear boundary of the site adjoins the rear boundary of No. 171E's rear garden area. All of the proposed dwellings would be positioned angled away from the rear amenity space associated with No. 171E, facing towards the car park associated with No. 1 London Road. Any views would therefore not be direct towards the property No. 171E High Street. Furthermore, whilst the dwellings would only be located between 7 and 9 metres from the rear boundary of the site, there would be overall distances of between 44 and 46 metres between built form, and this coupled with the angle of the proposed dwellings will ensure that

no materially harmful impacts through loss of privacy, overbearing impact of material loss of light will occur towards the occupiers of No. 171E High Street.

Internally within the development it is noted that there is the potential for some overlooking from first floor windows towards the rear amenity space of the adjoining dwelling(s). However, this is not unusual within terraces of dwellings or over and above what would be expected within an urban development.

Overall, it is considered that the proposed development would not result in any materially harmful impacts towards residential amenity and would accord with the guidance set out within the EDG as well as Local Plan Policy BE14 (i and j).

Access, Parking and Highway Safety

As part of any new development safe access to and from the Highway must be achievable to ECC Highway Standards as well as adequate parking provision to comply with the adopted vehicle Parking Standards.

The site at present comprises garages, and is used for parking (on the hardstanding, on the grass-crete area and the front of the block of flats).

Existing vehicular access to the site would be retained as is and would lead into the parking for the proposed dwellings with an appropriate turning head. Parking for the proposed dwellings would be located to the front of the properties, three in one section and a further space in the row opposite. Each dwelling would have one allocated parking space. Cycle parking would be provided within the rear garden of each dwelling. As well as the 4 vehicular parking spaces for the proposed dwellings an additional six parking spaces are proposed to serve the existing community.

To the front of the block of flats containing No's 49 – 89 Sir Francis Way the parking area is to be extended and revised to create an additional four parking spaces to serve the existing community, whilst formalising two existing parking spaces.

The application has been supported by two transport technical notes (including two parking surveys) and a further transport cover letter dated January 2023. Several revisions have been made to the proposal in relation to parking provision during the lifetime of the application which have sought to address the issue of displacement parking of existing residents of Sir Francis Way who currently use the application site for parking.

Whilst the parking surveys highlighted that there is adequate on street parking along Sir Francis Way to accommodate displaced parking, the majority of this area is covered by parking restrictions during the day and if existing residents do not have a parking permit they would not be able to utilise the spaces (please note there are no parking restrictions overnight). In order to address the loss of parking within the

current site area this proposal therefore includes the provision of four additional spaces outside the block of flats and a further six spaces opposite the dwellings.

Currently on site are six spaces within the grass crete area, and overnight parking surveys show a maximum of four vehicles parking in front of the garages in marked out bays. Whilst the garages are in a dilapidated state of repair 10 are understood to be in use. For robustness consideration has been given to Manual for Streets (MfS) which notes that half of garages tend to be used for car parking. On this basis it can be assumed that approximately five of the ten occupied garages are used for storing cars (although in reality the number is likely to be lower). Given the above it is considered that a total of 15 vehicles could be displaced as a result of the proposals (four parked in front of garages, 5 assumed within garages, and six from grass crete area).

As part of the proposals 10 spaces for existing residents are proposed and it is considered that this would be sufficient to address the displacement parking. It is acknowledged that this is not a like for like replacement in terms of parking spaces however the parking survey did find on street parking available and in reality there is likely to be less than 15 vehicles displaced as it is unlikely half the garages in use contain vehicles.

To provide the 10 spaces for existing residents a reduced parking standard has been applied to the proposed dwellings with one space proposed instead of two. In relation to parking provision Policy BE13 deals with parking standards and states that developments must take account of the Essex Parking Standards. Any provision below these standards must be supported by evidence detailing the local circumstances that justify the deviation.

The Essex parking standards read as follows:

“For main urban areas a reduction to the vehicle parking standard may be considered, particularly for residential development. Main urban areas are defined as those having frequent and extensive public transport and cycling and walking links, accessing education, healthcare, food shopping and employment.”

Given the location of the site in close proximity to Brentwood High Street, the train station, as well as several bus routes and schools it is considered that a reduced parking standard is acceptable in this case.

ECC Highways have also been consulted on this application and raise no objection to the proposal subject to conditions. They state that *“Given the type of dwellings proposed and the location of the development close to Brentwood town centre with all its facilities including car parks and extensive public transport services, it is agreed that a reduction to Brentwood’s parking standards to one space per dwelling is appropriate. This will allow 6 spaces to be provided for non-residents of the new dwellings. Together with the proposed rearrangement and removal of highway*

rights of the existing parking square outside the adjacent apartment block, this should ensure that any losses of parking within the existing garage block will be satisfactorily offset.”

All conditions recommended by ECC Highways are included within the recommendation. The parking area outside the existing block of flats (which is to be extended and formalised) currently has highway rights which would need to be removed to facilitate the development. An informative is added to reflect this. In terms of ensuring the dwellings are not built without this additional parking a condition is recommended to require the additional parking in front of the flats to be carried out prior to the construction of the dwellings.

Overall subject to conditions it is considered that the proposed development is acceptable in relation to access, parking and highway safety.

Amenity Space

For development comprising family dwellings of three bedrooms the Council generally expects to see provision of private amenity space of 100m² per dwelling.

The proposed dwellings would not meet this standard, having private amenity spaces of 43m², 45m², 58m² and 79m². Whilst this is below the ideal standard for family homes, they are all of a useable shape and would provide sufficient out door space for patio table and chairs, garden shed and cycle parking, bin stores drying clothes and an area for children to play in. The location of the dwellings immediately adjacent St Faiths Country park will also ensure that any future residents have easy access to additional outside space. Overall given the location of the dwellings the level of amenity space provision is considered acceptable and in line with policy HP06 of the adopted Local Plan.

Landscaping and Ecology

In terms of landscaping the existing site is predominantly covered in hardstanding, although there are trees present at some site boundaries with mature trees located along the southern and western site boundaries of the main section of the site.

The application has been supported by a Tree Survey, Implications Assessment and Outline method Statement which advises that six trees will need to be removed to accommodate the development (T06- T11) which are all self-seeded trees growing along the western boundary of the site. All trees to be removed are grade C. The remainder of the trees on site (and along site boundaries) will be protected during the course of development. some lifting and reduction of the canopies of retained trees is likely to be needed in order to allow construction access. As part of the proposals new soft landscaping is proposed to the front of the dwellings as well as around the new bin collection points to the front of the existing flats.

The Council's consultant arboriculturalist has been consulted on the submission and advises that the six category C trees to be removed are all early mature sycamore and ash and their removal should not be a constraint to the development. Furthermore, the existing trees close to the flat block can be retained if appropriate hand-dig construction measures are followed when creating additional parking and bin store provision. This can be dealt with via a planning condition. Whilst an outline arboricultural method statement has been provided this will require updating and expansion to include the works around the trees adjacent to the flats. This can be dealt with by condition. Full details of the new hard and soft landscaping can also be dealt with via planning condition.

In terms of ecology the application has been supported by a preliminary ecological appraisal which advises that the site has the potential to contain nesting birds and the tree lines provide some potential for foraging and commuting habitat for bats. The six trees to be removed did not show any potential bat roosting features and are assessed as being of negligible potential. No other protected species or evidence or suitable features for protected species was encountered during the surveys. The report concludes that demolition and vegetation clearance should be avoided during the nesting season and potential biodiversity enhancements could include:

- Planting of new native trees, including fruiting species
- The planting of native and nectar producing species to benefit bats and other wildlife
- The inclusion of new bat roosting and bird nesting provision

The Council's consultant in relation to ecology has confirmed agreement with the ecology report submitted.

Flood Risk and Drainage

The application site falls within the lowest flood risk area, Flood Zone (FZ) 1, and is at low risk of flooding. Based on the NPPG flood risk vulnerability and flood zone compatibility table the development is considered 'appropriate' in this low risk flood zone. The development satisfies the Sequential Test based on the site falling within Flood Zone 1.

The application site is however located within a critical drainage area and has therefore been supported by a Flood Risk Assessment and Sustainable Drainage Assessment. In accordance with the NPPF and the adopted Local Plan, the new development will incorporate a Sustainable Drainage System (SuDS) to manage rainfall on site and ensure that runoff is not increased elsewhere. Policy BE05 (Sustainable Drainage) also requires development within a critical drainage area to achieve greenfield runoff rate. To meet this requirement the development proposes rainwater harvesting, permeable surfaces and soakaways.

The Lead Local Flood Authority have been consulted on this application and have advised that they have no objection to the proposal subject to conditions which are detailed above in the consultation section of this report.

In relation to foul drainage, it is proposed to connect to the public foul water sewer in Sir Francis way which is the preferred method. Thames Water have been consulted on this application and have advised that they have no objection to the planning application (recommended informative in relation to the location of underground waste water assets).

Overall, it is considered that subject to appropriate planning conditions the development is acceptable in flood risk and drainage terms.

Contamination

The application has been supported by a preliminary Risk Assessment which advises that the potential for significant and widespread contaminative impact is considered 'low' however, there remains a potential for localised impact, most notably below the existing garages and hardstanding areas (tarmac). The report goes on to recommend that given there is a potential for localised Made Ground of unknown chemical composition beneath the site, intrusive exploratory works with supplementary laboratory testing, monitoring and subsequent risk assessment is recommended.

Environmental Health have been consulted on this application and have advised that a condition should be attached to any permission granted requiring an intrusive site investigation (Phase 2 Contamination Report) is completed to identify the "unknown chemical composition beneath the site", in accordance with the suggestions made in the Phase 1 Report. The results of the site investigation shall be made available to the local planning authority before any development begins. If contamination is found, a remediation strategy should be submitted. These matters can be dealt with via planning conditions.

Waste Management

Each dwelling is shown with bin store locations within the rear garden and there is space to the front for bin collection points. The full details of these can be dealt with via a condition.

As part of the proposal the existing bin collection points serving the block of flats 49 – 89 Sir Francis Way is to be replaced and updated. The existing bin store is outdated, in poor condition and has poor accessibility. The application therefore proposes to divide the existing bin storage into two areas with greater capacity for recycling new planting and footpath for ease of access for both residents of the existing blocks but also to assist with the operational matters for the Council. This will result in an enhancement for existing residents of this block of flats and no

objections are raised. Full details of the bin stores and landscaping can be dealt with via planning conditions.

Sustainability

The purpose of the planning system is to contribute to the achievement of sustainable development. In determining whether a proposal would represent sustainable development there are three objectives which must be considered;

- An economic objective,
- A social objective, and
- An environmental objective.

Paragraph 38 of the NPPF states that “Decision-makers at every level should seek to approve applications for sustainable development where possible.”

The application site is considered to be located within a sustainable location close to the High Street with excellent access to local services and facilities as well as public transport.

In terms of the economic objective the proposal would result in additional employment during construction, and during the lifetime of the development the additional residents would help support the local economy. The economic objective is therefore considered to be met.

In social terms the proposal would provide four 3 bedroom affordable homes for affordable rent. There is a shortage of affordable homes within the Borough and the provision of a new 100% affordable housing development weighs heavily in favour of the scheme. It would provide new affordable dwellings in a sustainable location, whilst making best use of a brownfield site. The social objective is therefore also considered to be met.

In terms of environmental sustainability, the location and accessibility to services and facilities has already been discussed. Furthermore, the design and appearance of the development is considered to be in keeping with the surrounding area and acceptable as detailed above. The development is also designed to result in net operational zero carbon emissions once developed. This is to be achieved through a manner of ways including:

- Improved U-Values
- Enhanced air tightness
- High efficiency localised air source heat pumps (ASHP)
- High efficiency building services
- Smart metering and controls
- LED lighting and automatic controls
- Water saving technologies
- Roof mounted PV panels

The energy efficient and zero carbon in use nature of this development would result in dwellings that are affordable to run future proofing these affordable homes for both future occupants and a changing climate. The environmental objective is therefore considered to be met.

Any Other Considerations

During the first consultation period concerns were raised in relation to the access to St Faiths Country Park which would have been blocked by the proposal as originally submitted. During the lifetime of the application revisions were made to ensure that the informal pedestrian access to St Faiths is retained. The revised scheme provides a marked route through the car park area for pedestrians to the access into St Faiths.

Maintenance / vehicular access to the Country Park will be via the existing access on Honeypot Lane to the west of the application site. There is no existing formal vehicular access from the site into St Faiths Country park and the creation of vehicular access through the site to the country park would result to an unnecessary loss of category B trees, impact upon ecology, conflict with existing and future occupiers and require the implementation of a ramp to grade access which would not only urbanise the area but also require long term maintenance. The Operations team have been consulted on this application and have advised that they have no objection to the proposal and have identified a route they can use to access the Sir Francis Way public open space from the Honeypot Lane access (no high quality trees would have to be removed to facilitate this).

It is noted that concern relating to the rear boundary has been raised during the consultation of this application. The land registry with the Council ownership has been checked during the lifetime of the application and confirmed as correct. Furthermore, no trees are to be removed from the southern rear boundary and a condition is recommended in relation to boundary treatments.

In relation to pre-commencement conditions the agent has confirmed agreement to all pre-commencement conditions recommended within this report.

Conclusion

The proposal represents re-development of a brownfield site within a sustainable location. The principle of the development is therefore supported and paragraph 120 of the NPPF makes it clear that planning decisions should *“give substantial weight to the value of using suitable brownfield land within settlements for homes...”*

Furthermore, the development is for 100% affordable housing which weighs heavily in favour of the scheme and Housing Services have advised 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.

The creation of a 'zero-carbon' (in use) development is also a significant benefit of the scheme, especially for affordable homes. National guidance states at paragraph 134 that significant weight should be given to "*outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings*". It is considered the development would accord with paragraph 134 and would result in a development that can provide healthy and affordable units of accommodation. The approach to deliver carbon zero homes will deliver energy efficient homes by using alternative heat sources and heat recovery systems which will result in lower running costs reducing the impact of these issues. As a result, the environmental and social benefits of this Council-led regeneration scheme are substantial and would accord with Councils corporate strategy (Brentwood 2025) which commits to introducing "*innovative carbon reduction and absorption schemes*" which "*identify opportunities for low emission and green developments*" all whilst using brownfield sites efficiently, such as council-owned garage sites.

The design approach taken is considered to be appropriate to the site and would appear in keeping with the wider streetscene replicating the form and massing of existing townhouses whilst introducing a more modern appearance. The new dwellings would benefit from adequate off road parking, and the wider development would provide additional formal parking for the wider community to offset the parking within the site that would be lost as well as improving the existing dilapidated bin store to the adjacent block of flats.

Overall, it is considered that the proposal would represent sustainable development as defined within the NPPF and in line with the Development Plan should be approved subject to the conditions below.

7. Recommendation

The Application be **APPROVED** subject to the following conditions:-

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

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

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

Reason: To ensure that the development is as permitted by the local planning authority.

3. The dwellings hereby approved shall be used as affordable housing as defined within the National Planning Policy Framework.

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

4. No development shall take place, including any ground works or demolition, until a Construction Method 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:
 - the parking of vehicles of site operatives and visitors
 - a waste management plan
 - details of measures to minimise noise and vibration during construction and demolition
 - measures to control the emission of dust and dirt during construction
 - loading and unloading of plant and materials
 - site set-up including arrangements for the storage of plant and materials used in constructing the development
 - wheel and underbody washing facilities
 - hours of works

Reason: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety and to minimise the impact of the construction of the development upon the environment.

5. Notwithstanding the details submitted with this application, no development shall commence which in this case includes demolition, site clearance, removal of underground tanks and old structures, and any construction until an investigation and risk assessment (Phase 2 Contamination Report) has been submitted to and approved in writing by the local planning authority. The risk assessment shall assess the nature and extent of any contamination on the site whether or not it originates on the site.

The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The report of the findings must include:

- (i) a survey of extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
 - human health,
 - properly (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - adjoining land,

- groundwaters and surface waters
- ecological systems
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's guidance on land contamination risk management (LCRM).

Reason: To ensure that any contamination on the land is remediated in the interests of the occupiers and visitors to the site as well as neighbouring land uses and the water environment in accordance with policy NE10 of the adopted Brentwood Local Plan and guidance contained within the National Planning Policy Framework.

6. The development hereby permitted shall not commence until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the local planning authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure any contamination on the land is remediated in the interests of the occupiers and visitors to the site as well as neighbouring land uses and the water environment in accordance with policy NE10 of the adopted Brentwood Local Plan and guidance contained within the National Planning Policy Framework.

7. The development hereby permitted shall not commence other than that required to carry out the agreed remediation until the measures set out in the approved Remediation scheme have been implemented, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure any contamination on the land is remediated in the interests of the occupiers and visitors to the site as well as neighbouring land uses and the water environment in accordance with policy NE10 of the adopted Brentwood

Local Plan and guidance contained within the National Planning Policy Framework.

8. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared submitted for the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure any contamination on the land is remediated in the interests of the occupiers and visitors to the site as well as neighbouring land uses and the water environment in accordance with policy NE10 of the adopted Brentwood Local Plan and guidance contained within the National Planning Policy Framework.

9. 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:
 - o Verification of the suitability of infiltration of surface water for the development. This should be based on infiltration tests that have been undertaken in accordance with BRE 365 testing procedure and the infiltration testing methods found in chapter 25.3 of The CIRIA SuDS Manual C753.
 - o Limiting discharge rates to 2.43l/s for all storm events up to and including the 1 in 100 year rate plus 40% allowance for climate change subject to agreement with the relevant third party/ All relevant permissions to discharge from the site into any outfall should be demonstrated, should infiltration not be viable.
 - o 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.
 - o Demonstrate that all storage features can half empty within 24 hours for the 1 in 30 plus 40% climate change critical storm event.
 - o Final modelling and calculations for all areas of the drainage system.
 - o 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.
 - o Detailed engineering drawings of each component of the drainage scheme.

- o A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- o 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 and to provide mitigation of any environmental harm which may be caused to the local water environment in accordance with policy BE05 of the adopted Brentwood Local Plan, and the National Planning Policy Framework and Planning Policy Guidance.

10. 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, shall be 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.

11. The applicant or any successor in title must maintain yearly logs of maintenance as agreed under condition 10 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.

12. No development shall take place until an arboricultural method statement has been submitted to, and approved in writing by, the Local Planning Authority. The development shall then be carried out in accordance with the arboricultural method statement as approved.

Reason: To ensure appropriate protection to trees in accordance with policy NE03 of the adopted Brentwood Local Plan, and the National Planning Policy Framework and Planning Policy Guidance.

13. There shall be no works undertaken in relation to the construction of the proposed dwellings until the proposed alterations to the parking spaces and creation of new parking spaces to the front of the block of flats as shown on plan

reference TH-04 rev P5 have been completed and made available for use. The parking spaces shall be retained as such thereafter.

Reason: To ensure that sufficient parking spaces are provided to serve the existing community in the interest of highway safety.

14. The proposed development shall not be occupied until such time as the vehicle parking area indicated on the approved plans 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 this development or neighbouring properties 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 to serve the development in accordance with policy BE13 of the adopted Brentwood Local Plan.

15. Cycle parking shall be provided 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 policy BE13 of the adopted Brentwood Local Plan.

16. 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 each dwelling and to include six one day travel vouchers for use with the relevant local public transport operator. The packs (including tickets) are to be provided free of charge.

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

17. Full details of both hard and soft landscape works shall be submitted to and approved in writing by the local planning authority prior to any works occurring above ground level at the application site. These details shall include:

- i) Boundary treatments;
- ii) Hard surfacing, including materials and finishes;
- iii) Soft landscaping, including planting plans with schedules of plant species, plant sizes and proposed planting numbers/densities, written specifications (including cultivation and other operations associated with

plant and grass establishment) and a programme of implementation and maintenance.

The soft landscape works shall be carried out as approved within the first available planting season (October to March inclusive) following the occupation of any part of the development hereby approved unless otherwise agreed in writing by the local planning authority. If within a period of five years from the date of the planting of any tree or plant, or any tree or plant planted in its replacement, is removed, uprooted, destroyed, dies or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or plant of the same species and size as that originally planted shall be planted in the same place, unless the local planning authority gives its written consent to any variation.

The hard landscape works shall be carried out as approved prior to the first use/occupation of the development hereby approved and retained and maintained as such thereafter.

Reason: In the interests of safeguarding the character and appearance of the area and living conditions of adjacent occupiers in accordance with policy BE14 of the adopted Brentwood Local Plan.

18. No development shall take place until an ecological method statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved ecological method statement shall be adhered to as approved. The ecological method statement shall include:
- Detail of how the site will be cleared to minimise impacts on protected species and biodiversity in general.
 - Details of biodiversity enhancements as outlined in the submitted Preliminary Ecological Appraisal (RGA- April 2022)

Reason: To conserve protected and priority species and seek biodiversity enhancements in accordance with policy NE01 of the adopted Brentwood Local Plan, the National Planning Policy Framework and Planning Policy Guidance

19. No development shall take place above slab level of the dwellings until details of the materials to be used in the construction of the external surfaces of the dwellings 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 in accordance with policy BE14 of the adopted Brentwood Local Plan.

20. Notwithstanding the details submitted with this application prior to any works occurring above ground level at the application site full details of the bin stores

and bin collection points (to serve both the flats and dwellings) as well as proposed timing of works shall be submitted to and agreed in writing by the local planning authority. The bin store and bin collection points shall both be provided as per the agreed details and in accordance with the agreed timetable of works.

Reason: To ensure that the bin stores and bin collection points are appropriate in terms of size, function and aesthetics.

21. No works related to the alteration of ground levels at the site and no works above ground level shall occur until details of existing and proposed ground levels and proposed finished floor levels, and their relationship to the adjoining land have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

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

22. No development shall take place above slab level of the dwellings hereby permitted until details of:
- measures to ensure that the building does not exceed 110 litres per person per day;
 - measures to achieve lower water consumption rates and to maximise futureproofing;
 - measures to demonstrate the development would not have an adverse impact upon the sewerage network;

have been submitted to and approved in writing by the Local Planning Authority. Where adverse impacts are identified, mitigation measures shall be set out. The development shall be implemented as approved.

Reason: In order to ensure that the proposed development incorporates the sustainable principles in relation to policy BE02 of the Brentwood Local Plan

Informative(s)

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.

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.

Attention is drawn to conditions that require the submission and approval of details prior to the commencement of development. Failure to comply with these conditions may result in the planning permission becoming invalid with the possibility of planning enforcement action being taken by the Council.

Any existing buildings on site should be assessed for asbestos materials prior to demolition. Any asbestos must be removed in full consultation with the Health & Safety Executive.

Highway Informatives

Please note that the granting of planning permission does not permit the parking area in front of the flats to be developed until an application has been made to The National Casework Team to remove highway rights and, following a public consultation, a Stopping Up Order has been issued. Only when the Stopping Up Order has been issued can the area in question be developed.

Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works.

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

Lead Local Flood Authority Informatives:

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.

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

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.

Thames Water Informatives:

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize 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. The applicant is advised to read our guide working near or diverting our pipes. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water.

Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

BACKGROUND DOCUMENTS

DECIDED: