

SITE PLAN ATTACHED

POOKS HILL RISEWAY BRENTWOOD ESSEX CM15 8BG

DEMOLITION OF EXISTING DWELLING AND CONSTRUCTION OF TWO DETACHED DWELLINGS WITH ASSOCIATED PARKING, DROPPED KERBS AND LANDSCAPING.

APPLICATION NO: 23/00902/FUL

WARD

Brentwood South

**8/13 WEEK
DATE**

24 October 2023

CASE OFFICER

Mrs Carole Vint

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

20/B; 21/B; 22/B; 23/B; MP/POOK/01/A; MP/POOK/02/B;
ARBORICULTURAL REPORT AND IMPACT ASSESSMENT/A;
SOFT LANDSCAPING AND PLANTING SPECIFICATION/A;

The application has been referred at the request of Cllr G Barrett for the following reason:

I believe that the proposed dwellings by way of design, fail to be informed by the surrounding context and therefore relates poorly to the existing development. Alongside this, even through smaller than previous proposals, their scale, in terms of depth, height and width, would appear cramped, at odds and incompatible in terms of their size and appearance within the surrounding context, forming a jarring visual relationship with their surroundings, resulting in harm to the character and appearance of the street scene.

Of additional importance the size, design and position of the new dwellings would result in material overlooking and a loss of privacy to the private amenity areas and habitable rooms of the adjacent dwelling "Brook Lodge" and "Candleford" and would result in an overbearing impact to the residential amenity of the occupiers of "San Vito".

Therefore the proposal would be in conflict with policy BE14, NE07 of the Brentwood Local Plan, Chapter 12 of the NPPF and the National Design Guide (C1) which states new development should understand and relate well to the site and its local and wider context including form, layout, scale, appearance, details and materials.

1. Proposals

This application relates to the demolition of the existing dwelling and construction of two detached dwellings with associated parking, dropped kerbs and landscaping.

2. Policy Context

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 At the same time the Brentwood Replacement Local Plan, August 2005 (saved policies, August 2008) was revoked.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 Brentwood Local Plan 2016-2033

- Policy BE02 – Water Efficiency and Management
- Policy BE04 – Managing Heat Risk
- Policy BE05 – Sustainable Drainage
- Policy BE07 – Connecting New Developments to Digital Infrastructure
- Policy BE11 – Electric and Low Emission Vehicle
- Policy BE12 – Mitigating the Transport Impacts of Development
- Policy BE13 – Parking Standards
- Policy BE14 – Creating Successful Places
- Policy HP06 – Standards for New Housing
- Policy NE01 – Protecting and Enhancing the Natural Environment
- Policy NE03 – Trees, Woodlands and Hedgerows
- Policy NE07 – Protecting Land for Gardens
- Policy NE09 – Flood Risk

National Planning Policy and Guidance

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

3. Relevant History

- 22/01480/FUL: Demolition of existing dwelling and construction of one detached house and a pair of semi-detached houses. -Application Refused, Appeal Dismissed.

4. 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/>

A total of two letters have been received from neighbouring properties, the concerns arising from the letters included:

- Increased height, elevated position and change in land levels would result in overlooking of private rear amenity area and habitable rooms, resulting in a loss of privacy;
- Lack of privacy to rear living area through roof lanterns;
- Removal of trees will alter the visual appearance of the plot and street view;
- Removal of trees, will result in a loss of habitat for local wildlife and loss of privacy screening for neighbouring properties;
- The use of 6 solar panels to the rear roof of plot 1, southern elevation would be preferable.
- Potential surface water drainage issues resulting from the removal of the trees and the development;
- Concerns regarding potential damage to 1.8 metre handmade London yellow stock brick wall along boundary;

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/>

- **Environmental Health & Enforcement Manager** - No comments received.
- **Highway Authority-**

The information that was submitted in association with the application has been fully considered by the Highway Authority.

The proposal includes the demolition of the existing dwelling, subdivision of the site and construction of two new dwellings. Although the dimensions of the proposed garages do not meet the recommended dimensions as contained in the Parking Standards Design and Good Practice Supplementary Planning Document dated September 2009, each dwelling includes adequate room for two off-street parking spaces. The existing vehicle access shall be altered, and a new vehicle access shall be provided subject to conditions, therefore:

From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the following conditions:

1. No development shall take place, including any ground works or demolition, until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall provide for:
 - i. the parking of vehicles of site operatives and visitors
 - ii. loading and unloading of plant and materials
 - iii. storage of plant and materials used in constructing the development
 - iv. wheel and underbody washing facilities.

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 Policy DM1.

2. Prior to first occupation of the development, the vehicle accesses shall be provided for the new dwellings as follows:

- i. the new access for plot 1 shall align with the driveway and shall be provided at a width of no more than 4.5 metres,
- ii. the existing vehicular access shall be realigned to serve plot 2, the access shall be provided at a width of no more than 4.5 metres.

Each access shall be constructed at right angles to the highway boundary and existing carriageway and shall be provided with an appropriate dropped kerb vehicular crossing of the highway verge and footway. The redundant part of the existing dropped kerb shall be suitably and permanently closed incorporating the reinstatement to full height of the highway verge, footway and kerbing immediately the revised access is brought into first beneficial use. Final layout details to be agreed with the Highway Authority.

Reason: To ensure that vehicles can enter and leave the highway in a controlled manner and to preclude the creation of unnecessary points of traffic conflict in the highway in the interest of highway safety in accordance with policy DM1.

3. No unbound material shall be used in the surface treatment of the vehicular accesses within 6 metres of the highway boundary.

Reason: To avoid displacement of loose material onto the highway in the interests of highway safety in accordance with policy DM1.

4. Prior to first occupation of the development, each dwelling shall be provided with a minimum of two off-street parking spaces. Each parking space shall have dimensions in accordance with current parking standards and shall be retained in the agreed form at all times.

Reason: To ensure adequate space for parking off the highway is provided in the interest of highway safety in accordance with Policy DM8.

5. Prior to first occupation the cycle parking shall be provided in accordance with the EPOA Parking Standards. The approved facility shall be secure, convenient, covered 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 DM8.

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

Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 and DM10.

The above conditions are to ensure that the proposal conforms to the relevant policies contained within the County Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011.

Informative:

- o 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.
- o The applicant should be made aware of the potential relocation utility apparatus and highway signs in the highway and any other associated utilities that may be underground. Any relocation shall be fully at the applicant's expense.
- o 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.
- o The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org

- **Arboriculturalist-**

The site contains a single house which is currently unoccupied. It is set within a garden containing a mix of large trees and shrubs which has been left unmanaged for some time. The proposal is a revision of the previously refused 22/01480/FUL for three dwellings on the site.

An arboricultural impact assessment has been submitted with the application. None of the trees on the site are covered by a TPO.

The largest tree is a Dawn Redwood (*Metasequoia glyptostroboides*) growing in the southern corner of the site. This is a fast-growing species with a high-water demand. This species is still relatively uncommon in the UK, having first been grown in the country in 1950. Currently the tallest specimens in the UK are over 30m in height.

This specimen is currently 16m tall therefore has significant potential to grow much larger. The crown is approximately 3m from the existing house and extends out over the neighbouring property. It is considered that this specimen is likely to require removal in the near-future even without the current proposal given the speed of growth of this species and lack of space for it to grow into.

Views of this tree from public viewpoints are restricted by adjacent trees and houses.

There is a silver birch on the western boundary which can be retained although it has been assessed as a Category C specimen.

Most of the other trees on the site have suffered from lack of management. The largest are two Leyland Cypress and a Lawson Cypress which have not been managed and their crowns are starting to extend over neighbouring gardens. The remaining trees are relatively small and are in poor condition.

The removal of the trees is not considered a constraint to the development.

A landscape plan has been submitted showing some replacement planting including two silver birch on the rear boundary and two Amelanchier close to the front boundary. The reduction in the number of units has allowed more soft landscaping to the front of the property. A Laurel hedge is now proposed along the rear boundary which will help provide additional screening to the house to the rear of the site.

I have no objection to the proposal on landscape grounds. Full details of the proposed landscape scheme have been submitted with the application therefore a landscape condition is not required.

6. Summary of Issues

The starting point for determining a planning application is the Development Plan, in this case the Brentwood Local Plan 2016-2033. Planning legislation states that applications must be determined in accordance with the development plan unless material considerations indicate otherwise. Relevant material considerations for determining this application are the National Planning Policy Framework 2023 (NPPF) and National Planning Practice Guidance (NPPG). Although individual policies in the Local Plan should not be read in isolation, the plan contains policies of particular relevance to this proposal which are listed in section 4 above.

The main issues for consideration as part of the determination of this application are:

- The impact of the proposal on the character and appearance of the area;
- Impact on the amenity of the occupiers of neighbouring properties;
- Impact on the quality of life for the occupiers of the proposed dwellings;
- Impact upon trees and existing landscaping;
- Parking and Highway considerations;
- Sustainability considerations

The site has recent history, application reference 22/01480/FUL for the demolition of existing dwelling and construction of one detached house and a pair of semi-detached houses, which was refused for the following reason:

1. *The proposed dwellings by way of design, fails to be informed by the surrounding context and therefore relates poorly to the existing development. The proposed dwellings due to their scale, in terms of depth, height and width, would appear cramped, at odds and incompatible in terms of their size and appearance within the surrounding context, forming a jarring visual relationship with their surroundings, resulting in harm to the character and appearance of the street scene. Furthermore, the size, design and position of the new dwellings would result in material overlooking and a loss of privacy to the private amenity areas and habitable rooms of the adjacent dwelling "Brook Lodge" and "Candleford" and would result in an overbearing impact to the residential amenity of the*

occupiers of "San Vito". The proposal would be in conflict with policy BE14, NE07 of the Brentwood Local Plan, Chapter 12 of the NPPF and the National Design Guide (C1) which states new development should understand and relate well to the site and its local and wider context including form, layout, scale, appearance, details and materials.

The above application was the subject of an appeal, which was dismissed. In dismissing the appeal, the Inspector concurred with the Council's assessment that the proposal would result in harm to the character and appearance of the local area. However, the Inspector did not agree with the Council's assessment relating to a material overlooking and loss of privacy to "Candleford" due to a sufficient distance and oblique angle which would safeguard the privacy of the occupants. The matters in relation to a loss of privacy to "Brook Lodge" and overbearing impact to "San Vito" were upheld.

This current application is for a revised scheme, resulting in a reduction in the number of units proposed, from three to two dwellings, a reduction in the overall scale, a revision to the design and materials.

Principle of the development

The proposal is for the demolition of the existing dwelling and construction of two detached dwellings at Pooks Hill. The site is within Settlement Category 1, as defined in the Brentwood Local Plan, which is described as forming the main urban area of Brentwood Borough, typically highly accessible and well connected. As such, the principle of developing this site for residential purposes is acceptable subject to other considerations, such as design and residential amenity considerations.

Design, Character and Appearance

The site is on the south western side of Riseway, directly opposite Brentwood Hogarth County Junior School. The site has an existing detached two storey dwelling positioned on the north of the plot. The remainder of the plot is fairly overgrown with trees and shrubs and has a verdant boundary to all four sides, with the exception of the vehicular access and an area to the northern boundary. Originally the site boundary was a rectangle, having the same depth as the adjacent plots. In 1985 planning permission, reference 85/00440/BRW, subdivided the plot and an additional dwelling, "Brook Lodge" was constructed at the rear, with its access positioned along the southern boundary. The street has a downward gradient heading south east, with Shenfield Crescent heading downwards travelling west, with the site being positioned on the cusp of the junction with both streets. The dwelling to the rear, whilst at two storey, is set much lower within the plot due to the topography of the land and surrounding area.

The existing dwelling is a detached two storey mono pitched roof dwelling, with a two storey mono pitched roof element and a single storey element to the northern elevation.

At the rear, the dwelling has a cantilevered first floor balcony area with an external staircase. The dwelling is a distinctive modern design, with a low height roof and verdant boundary. The existing dwelling, sits well within the street scene, which is varied in character, comprising of detached two storey and chalet dwellings, benefitting from various roof designs, though predominantly hipped roofs and gable ends, with the school frontage directly opposite dominating the street scene.

The orientation of the proposed dwellings would follow the existing dwelling and ensure that heat risk was managed and would comply with Policy BE04.

The existing dwelling is positioned to the north of the plot, is set with the main bulk of the dwelling approximately 5.3 metres from the boundary with "San Vito" to the north west, reducing to 2.3 metres at its closest point and is positioned 14.6 metres from the south eastern boundary with the vehicular access to "Brook Lodge" and "Candleford" beyond.

When compared to the previous refusal, revisions have been made to the number of units, the height, depth, design and materials, addressing the previous concerns.

The proposed dwellings are similar in design though one is handed in comparison to the other, with Plot 1 closest to "Candleford" having a first floor side element above the garage. The dwellings are equally spaced within the plot, providing a minimum of 1 metre to the boundary on both sides, retaining a sense of space in the street scene. In terms of height, the gradient of the street heads downwards travelling south east, the ridge height of the proposed dwellings measure at 8.0 metres, an increase of 2.4 metres over the existing dwelling. The proposed street scene identifies that the ridge heights of the dwellings would be greater than that of "San Vito" and step down in comparison to each other, with Plot 1 being similar to that of "Candleford" to the south, comparable to the surrounding development.

The dwellings would have hip roofs, with a two storey gable elements at the front. Plot 2 has a single storey element wrapping around the eastern corner, with both plots having flat roof single storey elements across the full width at the rear. The design of the dwellings would be similar to that of those within the vicinity.

The materials proposed are red brick and render elevations, with both dwellings being part rendered with a ground floor brick element, plain roof tiles, with white upvc windows and stone cills. The materiality of the dwellings within the surrounding vicinity are a mixture of fully and part rendered elevations, part red brick and a mixture of roofing material. The choice of materials would be in keeping with the surrounding character and would be considered acceptable.

In relation to boundary treatments, the proposal identifies the use of timber fencing between the dwellings, sub-dividing the plot. At the front of the dwellings, the subdivision boundary treatment comprises of a low retaining wall. A landscaping scheme has been submitted, that identifies some replacement planting and softening to

the front of the dwellings. Hedging is proposed along the rear boundary, with the retention of a Yew and Silver Birch to the rear eastern corner of the site.

The proposal would not appear out of character with the surrounding area and would be compliant with Chapter 12 of the NPPF 2023 and Policy BE14, BE04 of the Brentwood Local Plan.

Impact on the Trees and existing landscaping

The site contains a single house which is currently unoccupied. It is set within a garden containing a mix of large trees, none of which are covered by a tree preservation order and shrubs which has been left unmanaged for some time.

The Council's Arboricultural officer has considered the Arboricultural Impact Assessment submitted with the application. The site has a significant Dawn Redwood (*Metasequoia glyptostroboides*) tree, which is identified as being a fast growing species with a high water demand. The tree has significant potential to grow much larger. The crown is approximately 3m from the existing house and extends out over the neighbouring property. It is considered that this specimen is likely to require removal in the near future even without the current proposal, given the speed of growth of this species and lack of space for it to grow into. Views of this tree from public viewpoints are restricted by adjacent trees and houses.

Most of the other trees on the site have suffered from lack of management. The largest are two Leyland Cypress and a Lawson Cypress which have not been managed and their crowns are starting to extend over neighbouring gardens. The remaining trees are relatively small and are in poor condition.

The Council's Arboricultural officer considers that the removal of most of the trees should not be a constraint to development. A landscape plan has been submitted showing some replacement planting including two silver birch on the rear boundary and two Amelanchier close to the front boundary. The reduction in the number of units has allowed more soft landscaping to the front of the property. A Laurel hedge is now proposed along the rear boundary which will help provide additional screening to the house to the rear of the site.

No objection is raised to the proposal on landscape grounds. Full details of the proposed landscape scheme have been submitted with the application therefore a landscape condition is not required and the proposal would comply with Policy NE03.

Living quality of life for the occupiers of the proposed dwellings

The dwellings proposed are four bedroom dwellings. The floor plan indicates that all rooms will be served by adequate windows providing light, ventilation and outlook. The dwellings would comply in terms of amenity space provision, as well as meeting the nationally described space standards Policy HP06.

Impact on Neighbour Amenity

In terms of overlooking, the proposed first floor windows to the side elevations (both sides) for both Plot 1 and Plot 2, have been conditioned to be obscure glazed and non-opening below a height of 1.7 metres from the floor of the room in which it would occupy, in order to minimise any potential overlooking to the neighbouring properties. The proposed windows to the front would overlook the highway. At the rear, boundaries have a staggered depth, the shallowest depth would be for Plot 1. However, the closest point of a habitable room to the rear boundary would measure 15.3 metres, with the obscured window for the bathroom set 6.6 metres from the rear boundary. The depth from the rear habitable rooms for Plot 2 would be 20 metres. The landscape plan identifies the planting of Silver Birch trees to the rear, along with a laurel hedge, providing softening and screening the rear boundary, in order to maintain the existing privacy of the dwelling located to the rear.

Whilst it is noted that the existing single storey element to the rear of "Candleford" is not shown on the submitted proposed block plan. It is considered that given the distance of the first floor habitable rooms to the boundary with "Candleford" measuring approximately 10 metres, with the rooflights that serve "Candleford" beyond. Given the distance from the boundary and the oblique angle, it is unlikely that any potential glimpsed views through the rooflights would occur.

Given the distance to the rear and side boundaries and the planting scheme, no material overlooking would occur from the openings at the rear, therefore it is considered that the proposal would not result in any significant or demonstrable overlooking or loss of privacy.

With respect to overbearing impact, the proposed dwelling for plot 2 would be positioned approx. 1 metre from the northern boundary with the proposed dwelling for plot 1 being set 1 metre, having an equal distance between each dwelling of 1 metre (2 metres overall). The proposed dwellings would be set back from the rear building line of the existing dwelling by 2.4 metres. The proposed dwellings do not breach the 45 degree for either of the adjacent dwellings, it is considered that the proposal would not result in an overbearing impact.

Other matters

The comments received from the neighbouring properties have been addressed within the report. Concerns regarding potential disturbance to the boundary wall, would be a civil matter between both parties. The comments in relation to the installation of solar panels to the rear of the roof for Plot 1, due to the roof design on the southern slope, they are proposed at the rear. It is not considered that sight of PV panels would affect the amenity of the neighbour. The comments in relation to surface water drainage are addressed below.

Parking and Highway Considerations

The existing vehicle access would be altered, and a new vehicle access would be provided. Each dwelling is to be provided with adequate off-street parking, which is compliant with Essex standards. ECC Highways have provided a consultation response listed in full above and raise no objection to the scheme, subject to conditions and would comply with Policy BE12 and BE13.

Policy BE11 also requires the provision of, as a minimum, the space and infrastructure for electric vehicle charging / plug-in points for occupants and visitors to the application site in order to reduce pollution and climate change impacts. The proposal includes such infrastructure, one point per dwelling and would meet the requirement of Policy BE11.

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.*”

Economically the proposal would generate employment during the construction period. Socially the proposal would provide a net gain of one family home. Such benefits are limited but positive. In terms of connecting new development to digital infrastructure, suitably worded condition can be recommended to ensure compliance with policies BE07.

In terms of environmental sustainability, the design and access statement makes reference to the buildings being built to a high standard with high levels of good quality insulation and double glazed windows. Solar panels would be provided and heating via an air source heat pump, complying with Policy BE01. Confirmation would be required that the new dwellings would be able to achieve the limits of 110 litres per person per day as per Policy BE02.

The site is located within a Critical Drainage Area (CDA) as identified on the policies map. Policy BE05 relates to sustainable drainage, Policy BE14 requires new developments to be sustainable and adapt to changing conditions and Policy NE09 relates to flood risk. Proposals are required to incorporate sustainable drainage systems for the disposal of surface water in order to avoid any increase in surface water flood risk or adverse impacts upon water quality. Developments within areas identified as CDAs, which covers this site and the wider urban area, should optimize the use of

such systems by providing an individually designed mitigation scheme to address the site-specific issues and risks, as informed by a site-specific Flood Risk Assessment/Drainage Strategy addressing any issues within the Surface Water Management Plan. No assessment or professional engineers report accompanies this submission for consideration providing mitigation measures to be adopted or executive summary for the benefit of Officers, however, most of the requirements of these policies can be dealt with via a pre-commencement condition.

Conclusion

The proposal is compliant with Policies BE02, BE04, BE05, BE07, BE11, BE12, BE13, BE14, HP06, NE01, NE03, NE07 and NE09 of the Brentwood Local Plan, the NPPF and the NPPG. The application is recommended for approval subject to conditions.

7. Recommendation

The Application be APPROVED subject to the following conditions:-

1 TIM01 Standard Time - Full

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

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

2 DRA01A Development in accordance with drawings

The development hereby permitted shall not be carried out except in complete accordance with the approved documents 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 U0053070

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

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

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.

4 U0053071

Prior to first occupation of the development, the vehicle accesses shall be provided for the new dwellings as follows:

- i. the new access for plot 1 shall align with the driveway and shall be provided at a width of no more than 4.5 metres,
- ii. the existing vehicular access shall be realigned to serve plot 2, the access shall be provided at a width of no more than 4.5 metres.

Each access shall be constructed at right angles to the highway boundary and existing carriageway and shall be provided with an appropriate dropped kerb vehicular crossing of the highway verge and footway. The redundant part of the existing dropped kerb shall be suitably and permanently closed incorporating the reinstatement to full height of the highway verge, footway and kerbing immediately the revised access is brought into first beneficial use. Final layout details to be agreed with the Highway Authority.

Reason: To ensure that vehicles can enter and leave the highway in a controlled manner and to preclude the creation of unnecessary points of traffic conflict in the highway in the interest of highway safety.

5 U0053072

No unbound material shall be used in the surface treatment of the vehicular accesses within 6 metres of the highway boundary.

Reason: To avoid displacement of loose material onto the highway in the interests of highway safety.

6 U0053073

Prior to first occupation of the development, each dwelling shall be provided with a minimum of two off-street parking spaces. Each parking space shall have dimensions in accordance with current parking standards and shall be retained in the agreed form at all times.

Reason: To ensure adequate space for parking off the highway is provided in the interest of highway safety.

7 U0053074

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

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

8 U0053075

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

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

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

9 U0053076

The first floor windows to the side elevations (both sides) for both Plot 1 and Plot 2 shall be:- a) glazed using obscured glass to a minimum of level 3 of the "Pilkington" scale of obscuration and b) non-opening below a height of 1.7m above the floor of the room in which the window is installed. The windows shall be installed prior to the first occupation of the building or use of the room of which the window(s) is installed. Those windows shall remain so glazed and non-openable. (Note the application of translucent film to clear glazed windows does not satisfy the requirements of this condition)

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

10 U0053077

The proposed dwellings shall not be occupied until the infrastructure for the fastest available broadband connection has been provided for the future occupants of the building, in accordance with details previously agreed in writing by the local planning authority.

Reason: in order to ensure that new developments are connected to digital infrastructure in accordance with policy BE07 of the Brentwood Local Plan.

11 U0053078

The proposed building shall not proceed above slab level until details of:

- measures to ensure that the building does not exceed 110 litres per person per day;
- measures to provide wastewater infrastructure capacity;
- 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;
- measures to improve water quality and protect the quality and functioning of existing water courses/groundwater.

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.

12U0053079

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 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.

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.

13U0053081

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking, re-enacting or modifying that Order) no dormer windows, or rooflights shall be constructed and no change shall be made to the shape of the roof without the prior grant of specific planning permission by the local planning authority.

Reason: To safeguard the living conditions of the occupiers of neighbouring dwellings.

Informative(s)

1 INF02

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

2 INF04

The permitted development must be carried out in accordance with the approved drawings and specification. If you wish to amend your proposal you will need

formal permission from the Council. The method of obtaining permission depends on the nature of the amendment and you are advised to refer to the Council's web site or take professional advice before making your application.

3 U0010107

The following development plan policies contained in the Brentwood Local Plan 2016-2033 are relevant to this decision: BE02, BE04, BE05, BE07, BE11, BE12, BE13, BE14, HP06, NE01, NE03, NE07, NE09, National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG).

4 INF21

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

5 U0010108

- o 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.
- o The applicant should be made aware of the potential relocation utility apparatus and highway signs in the highway and any other associated utilities that may be underground. Any relocation shall be fully at the applicant's expense.
- o 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.
- o The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org

BACKGROUND DOCUMENTS

DECIDED: