

# Public Document Pack



## Agenda Supplement

Dear Councillor

### PLANNING COMMITTEE - TUESDAY, 9TH JULY, 2024

I am now able to enclose, for consideration at next Tuesday, 9th July, 2024 meeting of the Planning Committee, the following reports that were unavailable when the agenda was printed.

Agenda No	Item
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| 8. | <b><u>APPLICATION NO: 23/01159/OUT LAND NORTH OF SHENFIELD ALEXANDER LANE SHENFIELD ESSEX (Pages 3 - 40)</u></b> |
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Report of FIELD\_AUTHOR

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| 9. | <b><u>APPLICATION NO: 23/01164/FUL LAND NORTH OF SHENFIELD ALEXANDER LANE SHENFIELD ESSEX (Pages 41 - 124)</u></b> |
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Report of FIELD\_AUTHOR

Yours sincerely

Jonathan Stephenson  
Chief Executive

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<b>SITE PLAN ATTACHED</b>
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**LAND NORTH OF SHENFIELD ALEXANDER LANE SHENFIELD ESSEX**

**OUTLINE PLANNING APPLICATION WITH ALL MATTERS RESERVED FOR  
A 2FE SAFEGUARDED PRIMARY SCHOOL**

**APPLICATION NO: 23/01159/OUT**

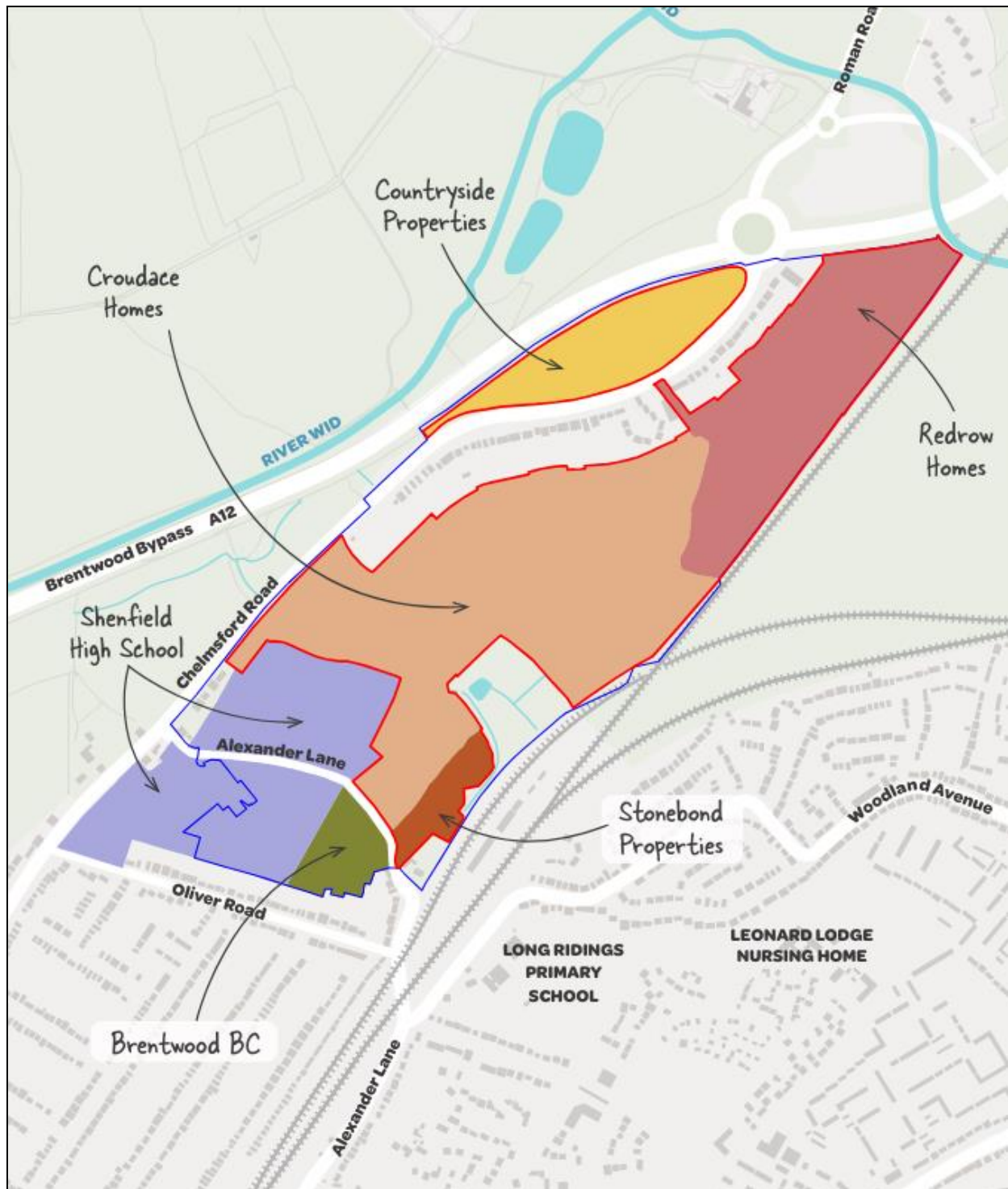
<b>WARD</b>	Shenfield	<b>8/13 WEEK DATE</b>	29/12/2023
<b>PARISH</b>	N/A	<b>Extension of Time</b>	
<b>CASE OFFICER</b>	Kathryn Williams		
<b>Drawing no(s) relevant to this decision:</b>	<ul style="list-style-type: none"><li>• Site Location Plan: 1643.120 rev. C</li><li>• Proposed Site Layout Block Plan: 1643.400 rev. V</li><li>• Land compliance study</li><li>• Shenfield safeguarded site noise note</li><li>• Officers' meadow, Shenfield Energy Strategy Note</li></ul>		

**1. Outline of the Proposals**

- 1.1 This is an outline application with all matters (access, layout, appearance, landscaping) reserved for consideration at a later date. It is submitted by Croudace Homes (Croudace) for the safeguarded land for a 2 Form Entry primary school and early years facility at land north of Alexander Lane and east of Chelmsford Road. The application is part of a hybrid scheme, comprising the full application, reference 23/01163/FUL, for the erection of 344 dwellings together with associated highway works, landscaping, utilities, drainage infrastructure and parking.
- 1.2 The school site is located to the centre-north of the proposed residential development. It will be safeguarded by Essex County Council (ECC), the Education Authority, for 10 years. Should the need for a new primary school and early years facility be confirmed during this timeframe, ECC will deliver the school to their specification. Should ECC not require a new school, this parcel of land will be returned to the applicant.
- 1.3 It is noted that the documents submitted for the hybrid application cover both the residential and school components.

- 1.4 The site forms the largest parcel of land within Site R03, Land North of Shenfield (also known as Officer's Meadow), allocated within the adopted Brentwood Borough Council (BBC) Local Plan (LP, March 2022) to deliver a mix of housing, employment, a primary school and a care home. Site R03 will be delivered by four developers: Croudace Homes, Countryside Properties, Redrow Homes and Stonebond Properties.
- 1.5 Due to its location in close proximity to services and facilities, and its public transport accessibility, Land North of Shenfield was allocated in the LP as it constitutes a sustainable urban extension to the existing category 1 settlement of Shenfield,
- 1.6 Whilst the four developers have been progressing their proposals through the planning process individually, the combined development is guided by an overarching Masterplan Development Principles Framework (DF), as required by LP Policy R03 (2.a). This ensures that all proposals will have a coordinated and comprehensive approach to matters such as connectivity within the site and with the wider area, flood mitigation, landscape, housing design and impact on traffic.
- 1.7 Policy R03 does not require formal adoption of the DF by the Council but is a material consideration in the determination of this planning application. The weight given to the material consideration is for the decision maker to attribute as such, BBC officers, other key stakeholders and technical consultees were engaged at length through the production of the DF, and BBC officers are satisfied that the document is acceptable to guide and inform the planning applications for the allocated site.
- 1.8 Figure 1 shows the outline of the allocated site, and the 4 parcels of land that are being brought forward by the individual developers.

**Figure 1 – Extract from the Masterplan Development Principles Framework, published in August 2023 (Land Ownership Plan).**



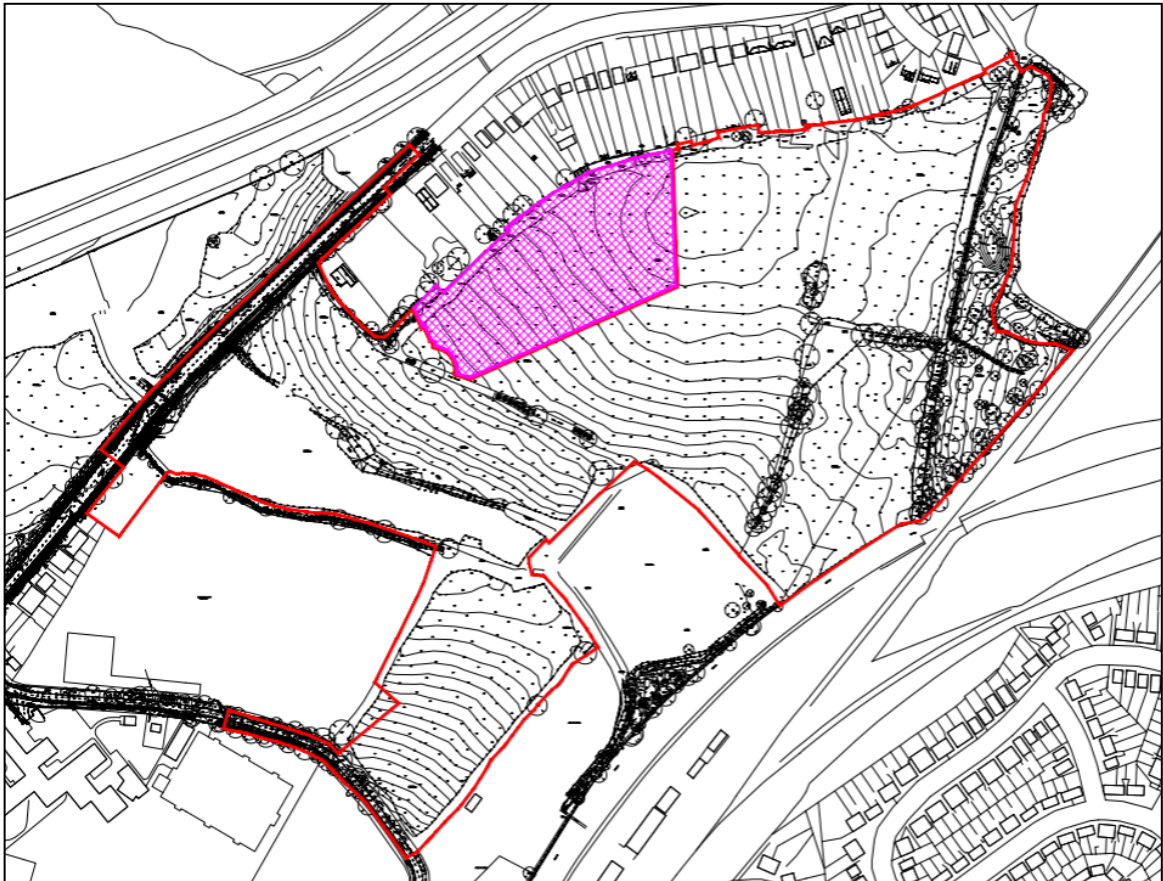
- 1.9 As this outline application is with all matters reserved, no details have been submitted about the future school. The proposed layout (ref. 1643.400 rev.V) indicates a potential design solution for the school and its play areas, but this is purely indicative.

- 1.10 As part of the hybrid scheme, the proposal has been subject to extensive pre-application consultation with BBC and Essex County Council officers (Planning, Housing, Strategic Policy, Tree, Landscape, Ecology, Environmental Health, Urban Design, Highways, Education). The applicant also undertook separate pre-application discussion with ECC Highways and the Environment Agency (EA). The developer has responded to these discussions by providing revisions of drawings and technical reports during the assessment process.
- 1.11 Community engagement has been undertaken in conformity with objectives of the Localism Act 2011, the National Planning Policy Framework (2023) and the BBC 'Statement of Community Involvement' (SCI) (Adopted 2018).

## **2. Site and Surroundings**

- 2.1 The site subject to the hybrid application extends approximately 21.32ha in total and is located to the north of Shenfield. The parcel subject to this planning application, for the safeguarded school only, measures 2ha. There is also a buffer area along the northern boundary measuring 0.18ha.
- 2.2 The overall site has irregular shape and consists of six tree-lined agricultural fields, predominantly featuring rough grassland/scrubland. The site has a varied topography, with land sloping down towards the centre of the site, where there is a Critical Drainage Area (CDA) and a smaller area that falls within Flood Zones 2 and 3.
- 2.3 The safeguarded site subject this planning application is located to the centre-north of the overall site, as shown on Figure 2. It is not located within or in close proximity to the CDA or flood zones.
- 2.4 It comprises part of an agricultural field, mostly flat, featuring rough grassland/scrubland. Whilst there are no trees or hedges within the site, there are trees protected by TPO 17/1996 just above the northern boundary.

**Figure 2 – Extract from the Site Location Plan (ref. 1643.120 revA). The school parcel is indicated in pink. The approximate location of the CDA, crossing the Croudace and Stonebod sites, is shown in blue.**



- 2.5 There is no direct vehicular, cycle or pedestrian access into the site. The site is accessible through the wider Croudace parcel of land.
- 2.6 The site is surrounded by the wider Croudace parcel of land to the east, south and west. To the north, the site is separated from Chelmsford Road by a single line of homes. These homes front onto the highway, so the school parcel is partly adjacent to rear garden boundaries to the north.
- 2.7 Further to the north, the A12 separates the site from the wider agricultural landscape, and a narrow strip of agricultural land (located within the R03 allocation boundary: the Countryside Properties scheme) separates Chelmsford Road from the A12.
- 2.8 Further to the east, Arnold's Wood separates the site from arable land (also within the R03 allocation boundary: the Redrow Homes scheme). The Great Eastern Main Line railway tracks run along the south-east boundary of the site. Further to the south is the area of Hutton and Long Ridings Primary School.

- 2.9 Further to the south, southwest is more arable land, the grounds of Shenfield High School and the Alexander Lane playing fields.
- 2.10 There are no listed heritage assets located on the site. The closest asset is a Grade II Listed Milestone, on the road verge opposite No. 179 Chelmsford Road.
- 2.11 The site is located a 20-minute walk and a 10-minute cycle to Shenfield Town Centre where multiple local services, facilities and amenities are located. This is where Shenfield railway station is located, providing regular services to London and Heathrow Airport (Elizabeth Line), Southend, Colchester, Chelmsford, and Ipswich (Great Eastern Main Line).
- 2.12 There are also bus stops on Chelmsford Road to the north-west and Long Ridings Avenue to the south, approximately 400m and 500m walking distance from the site, providing services to Brentwood, Shenfield, Chelmsford, and other neighbouring towns and villages.
- 2.13 Therefore, through the wider Croudace parcel, the safeguarded school site benefits from very good public transport accessibility.
- 2.14 From the wider Croudace parcel, cyclists can access Shenfield to the south-west, including the train station, Ingatestone to the north-west, as well as Brentwood town centre further to the south-west within a 5km distance.
- 2.15 The road network around the site includes the Chelmsford Road (A0123) to the northwest, and the A12 (dual carriageway) just beyond this, offering convenient vehicular access to Shenfield, Brentwood and beyond. Many smaller, residential roads are located within close proximity to the site, offering access to surrounding facilities and communities.

### **3. Policy Context**

- 3.1 Adopted Brentwood Local Plan (LP) 2016-2033:
- Policy R03: Land North of Shenfield
  - Policy MG01: Spatial Strategy
  - Policy MG04: Health Impact Assessment
  - Policy MG05: Developer Contribution
  - Policy BE05: Sustainable Drainage
  - Policy BE08: Strategic Transport Infrastructure
  - Policy BE09: Sustainable means of travel and walkable streets
  - Policy BE11: Electric and Low Emission Vehicles
  - Policy BE12: Mitigating the Transport Impacts of Development
  - Policy BE13: Parking Standards
  - Policy BE14: Creating Successful Places
  - Policy BE15: Planning for Inclusive Communities
  - Policy BE16: Conservation and Enhancement of Historic Environment



- Policy PC11: Education Facilities
  - Policy NE01: Protecting and Enhancing the Natural Environment
  - Policy NE02: Green and Blue Infrastructure
  - Policy NE03: Trees, Woodlands, Hedgerows
  - Policy NE05: Open Space and Recreation Provision
  - Policy NE09: Flood Risk
- 3.2 Supplementary Planning Document (SPD):
- BBC Planning Obligations SPD, 2023
  - ECC Developers' Guide to Infrastructure Contributions, 2023
- 3.3 Other material consideration:
- BBC Infrastructure Delivery Plan (IDP), 2021
  - Masterplan Development Principles Framework, 2023 (not adopted and not part of the Development Plan)
- 3.4 National Policy:
- National Planning Policy Framework (NPPF) 2023
  - Planning Practice Guidance (PPG)
  - National Design Guide (2021)

#### **4. Local Plan Policy R03, Land north of Shenfield**

- 4.1 As previously mentioned, LP Policy R03 allocates the site subject to this planning application and its surroundings for residential-led mixed-use development.
- 4.2 The policy reads:

*Land north of Shenfield, known as Officer's Meadow and surrounding land is allocated for residential-led mixed-use development.*

##### *1 Amount and Type of Development*

*Development should provide:*

- a. around 825 new homes;*
- b. around 2.1 hectares of land for a co-located primary school and early years and childcare nursery;*
- c. around 60 bed residential care home or an appropriate mix of specialist accommodation to meet identified needs, in accordance with policy HP04;*
- d. 5% self-build and custom build across the entire allocation area; and*
- e. around 2ha of land for employment purposes which may include light industrial, offices, research and development (within class E) or other sui generis employment uses which are compatible with the residential development.*

##### *2 Development Principles*

*Development should:*

- a. be accompanied by a comprehensive masterplan and phasing strategy to inform detailed proposals as they come forward;*
- b. be of a design quality and layout that reflects its key gateway location, particularly on land near to Junction 12, A12;*
- c. provide vehicular access via Chelmsford Road (A1023) and Alexander Lane;*
- d. allow if possible for the diversion of Alexander Lane to create a quiet lane for pedestrians and cyclists, with the provision for new and improved route through the development site linking to Chelmsford Road;*
- e. enhance walking, cycling and public transport services with Shenfield station and local services and facilities in the wider area, including Brentwood Town Centre;*
- f. provide well-connected internal road layouts which allow for good accessibility;*
- g. provide new multi-functional green infrastructure including public open space in accordance with Policies NE02 and NE05;*
- h. maintain and enhance Public Rights of Way within the site and to the wider area;*
- i. protect and where appropriate enhance the Local Wildlife Site (Arnold's Wood).*
- j. provide for appropriate landscaping and buffers along sensitive boundaries adjoining the A12 and railway line.*
- k. maintain the same amount of existing playing field provision on site or, where this cannot be achieved, provide replacement playing fields (including supporting ancillary facilities) of equivalent or better provision in terms of quantity and quality in a suitable location prior to commencement of development on the playing field. Any replacement playing field provision should not prejudice Shenfield High School or the community from meeting their playing pitch needs; and*
- l. be designed to ensure a coherent functional relationship with the existing development, which should be well integrated into the layout of the overall masterplan.*

### **3 Infrastructure Requirements**

*Proposals should:*

- a. provide pedestrian and cycle crossing points across Chelmsford Road (A1023) where appropriate;*
- b. provide an improved bus service;*
- c. as the site is located within a Critical Drainage Area, development should minimise and mitigate surface water runoff in line with Policy BE05 Sustainable Drainage.*

### **4 Infrastructure Contributions**

*Applicants will also be required to make necessary financial contributions via planning obligations towards:*

- a. *off-site highway infrastructure improvements as may be reasonably required by National Highways and Essex County Council in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);*
- b. *‘quiet way’ cycle routes connecting transfer hubs to schools in Brentwood Town Centre.*

4.3 LP paragraph 9.103 clearly states that the new community services and facilities required for the allocated site are a new co-located primary school and early years and childcare nursery, open space and play facilities. The school is delivered within the site subject to this outline application, whilst the open space and play facilities are delivered as part of full application 23/01164/FUL, part of the hybrid scheme.

## 5. **The Masterplan Development Principles Framework**

- 5.1 Although not formally adopted, the DF is also a material consideration. The production of a DF is required by LP Policy R03(2.a), which states that the development of the allocated site should *“be accompanied by a comprehensive masterplan and phasing strategy to inform detailed proposals as they come forward”*. The policy does not set out any requirement for the DF to be adopted, and thus the document does not form part of BBC Development Plan.
- 5.2 Whilst the DF has been prepared by the four developers, it has been informed by stakeholder feedback following several revisions. A high-level Masterplan was presented to officers in June 2022, revisions were first submitted in December 2022, and then February and May 2023. The DF was also presented to the Essex Quality Review Panel in June 2023. BBC officers (Planning, Housing, Strategic Policy, Tree, Landscape and Ecology, Environmental Health) and Place Services Urban design reviewed and provided comments to all the DF iterations.
- 5.3 The DF defines the vision for the site as *“a new neighbourhood within a significant landscaped area that will provide improved biodiversity, new areas of play, a number of pockets of open spaces and a network of pedestrian and cycle routes that will link to Shenfield and the rail station to optimise use of the new Elizabeth Line service”*.
- 5.4 The DF is an important document as it ensures that there is an overall strategy for the future development of the site, that all 4 developers need to abide to. Matters such as land use, landscape, ecology, connectivity within the site and with the wider area (pedestrian, cycle and vehicular), flood mitigation, impact on traffic, have all been looked at holistically: not only does the DF set out development principles, but it also defines the location of key internal roads, connections between parcels, areas of public open space and play areas (among other things) and includes a design code applicable to each character area.
- 5.5 Specifically, the DF provides overarching guidance on the following:

- Nature
  - Green and Blue Infrastructure
  - Ecology and Biodiversity
  - Flood mitigation and Sustainable Urban Drainage (SuDS)
  - SuDS, public open space and play areas
- Public Spaces
  - Overall Strategy
  - Open Space
  - Play Areas
- Connectivity
  - Public Transport Plan
  - Pedestrian and Cycle Links
  - Vehicular Movement Plan
  - Car Parking
- Identity / Character Areas
  - Urban Edge
  - Green Street (Boulevard Streets Character)
  - Green Street (Mews Streets Character)
  - Green Edge (Woodland Edge Character)
  - Green Edge (The Lanes Character)
- Built Form
- Land Uses
  - Housing
  - School
  - Employment / Care Home
- Sustainability
- Delivery and Phasing

- 5.6 The approach adopted in the DF guarantees that the individual applications, if approved, will not result in piecemeal development, but in a well-coordinated urban extension, where cumulative impacts are understood and addressed. The components of the DF reflect the requirements set out in LP Policy R03.
- 5.7 The DF also includes a very detailed analysis of the local context, that was used to inform the overall layout and design principles for the allocated site, as well as for the individual planning applications.
- 5.8 BBC officers and technical consultees were engaged at length throughout the production of the DF. BBC officers have confirmed that the document is acceptable to guide and inform the planning applications for the allocated site.
- 5.9 With regards to the Croudace parcel, the DF expects it to deliver a safeguarded school site (subject to this planning application) and a residential development (part of the hybrid scheme). No other land uses were identified as being required within this parcel of the allocated site.

- 5.10 The DF does not include retail uses or community facilities in addition to the ones set out in LP paragraph 9.103, as these are not required by LP Policy R03.

## **6. Relevant History**

- 6.1 There is no relevant planning history available for the site.

## **7. Neighbour Responses**

- 7.1 337 Neighbour consultation letters were issued. Site notices were erected around the site and surrounding areas and an advertisement was published in the Brentwood Gatezze. 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/>

- 7.2 At the time of writing this report, 31 responses had been received, including 27 objections have been received for this application, including two letters from the Chelmsford Road Area Residents Association. Some residents submitted more than one objection.

- 7.3 They are summarised as follows:

- Not acceptable to build a large school which will come with lots of noise and traffic on Green Belt land.
- Dispute over boundary.
- Impact of the proposed houses on local parking availability, flooding, drainage, existing sewers and electricity infrastructure.
- The proposed diversion of Alexander Lane is not required and will become a rat-run.
- There is an application currently being considered by Essex Legal Services for the footpath that runs from Arnold's Wood behind the houses on Chelmsford Road to be recognised as a public right of way.
- Is there a need for a new primary school?
- The school site should be bigger to meet all of the additional demand from the North Shenfield (RO3) development.
- Impact of the school on Alexander Lane.
- There is no cohesive approach between the four applications for the allocated site, cumulative impact on local road network and community infrastructure is not properly understood.
- Impact on ancient woodland.
- Access and car parking have not been properly investigated.
- There are inaccuracies in the ecological response.

- 7.4 Although the majority of the above concerns have been addressed throughout the report, below is a summary of the responses:

- Under the adopted LP, the site is no longer part of the Green Belt.

- The potential need for a school in this location and the size of the site are set out in LP Policy R03 and were requested by the Education Authority, ECC. The school will serve the allocated site as well as developments that will be delivered on other nearby allocated sites.
- The intention for this safeguarded site has always been to provide a new school, should its need be confirmed by ECC. This is the approach used for all safeguarded sites in Essex.
- As the application to recognise the footpath behind Chelmsford Road as public right of way has not yet been approved, it is not considered in this report.
- The proposal has been reviewed by the Highways Authority and National Highway, who raised no objections. The Transport Assessment demonstrates that the cumulative impact of the R03 schemes will not have an adverse effect on the local road system.
- The proposal is guided by the DF, which ensures a cohesive approach to the development of the allocated site.
- Matters such as housing, building on flood risk zones and the critical drainage area, impact on the ancient woodland and the diversion of Alexander Lane do not relate to this outline application. They relate to planning application ref. 23/01164/FUL, part of the hybrid scheme.
- If approved, the proposal will need to pay a contribution towards local healthcare facilities, as requested by the NHS.
- Details of access and car parking will be investigated as part of the reserved matters, should the school be required.
- The Ecology Officer has not reported any inaccuracies in the ecological response. A new Ecological Assessment with updated surveys, has been conditioned, to be submitted should the school be required.

7.5 The applicant addressed the boundary dispute in a letter dated 5 January 2024, confirming that they have taken the view that, whilst not accepting any claim by residents, they will not include any of the disputed land within the red line. Hence, the red line area is solely within the control of the applicant. It is also important to note that this matter, although raised in neighbours' responses, is not relevant to the determination of this planning application.

7.6 The application is accompanied by a Statement of Community Involvement (SCI), which provides detail on the public consultation exercise carried out by the applicant prior to the submission of the application.

## **8. Consultation Responses**

8.1 Detailed below is a summary of the consultation responses. 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/>

- **Place Services**

The proposal is considered to be acceptable in principle, in accordance with the requirements of Policy R03 of the Brentwood Local Plan, in bringing forward a primary school on this site as part of the wider development. Unfortunately, the application does not include any details of the school building other than an indicative site layout plan.

The outline aspects of the application are very limited, however there are a few design issues which we would encourage the developer to consider as the scheme is progressed in detail, and we would welcome consideration of the following:

- To consider the aspirations of the current Masterplan and to build on the design principles outlined within the Masterplan.
- To undertake a contextual analysis of the school site to ensure that there is a holistic approach between the developments around the school site and to acknowledge the existing properties along Chelmsford Road.
- Consider scale and massing of the school building in relation to the wider residential development and the existing properties along Chelmsford Road.
- Consider the access to the school and the car parking arrangements, including management of this area around school hours.
- Consider the design of the building and materiality in relation to the wider residential development and the existing properties along Chelmsford Road.
- Develop a sustainability strategy for the proposed school building and site.

- **Tree / Landscape / Ecology**

The application seeks to confirm the principle of a primary school to be provided on the site in the future. All matters are reserved; therefore only general comments can be provided.

The proposed area is primarily former arable farmland to the south of residential properties fronting onto Chelmsford Road. There are few landscape or ecological constraints to the proposal at present.

There is a group of trees on the northwest boundary that are protected by TPO 17/1996. The indicative proposal should not adversely affect these trees; however if a scheme comes forward it will be essential that an arboricultural impact assessment is provided to confirm any potential effects and how these have been avoided or minimised.

Ecological assessments undertaken to date across the wider site have not identified significant ecological constraints; however up to date surveys would need to be submitted as part of a reserved matters application. The ecological assessment would need to demonstrate how mitigation requirements will be delivered and how the proposal will achieve a biodiversity net gain. A detailed landscape scheme would be required to be submitted with the reserved matters application to show details of hard and soft landscape elements, including ecological enhancements. It will be vital that this scheme shows how it would integrate with the proposed landscape strategy for the

surrounding residential scheme, including the proposed School Plaza. There is no in principle landscape or ecology objections to the proposal to this area being used as a school; however given the lack of information provided with this outline application it will be essential that any reserved matters application contains robust, detailed landscape and ecological strategies.

- **Environmental Health Manager**

I refer to your memo in connection with the above-mentioned application and have no comments.

The external noise criteria are contained in the Essex County Council Developer's Guide to Infrastructure Contributions which is a best practice guidance document, however this document does not stipulate requirements that can be enforced and may not be able to be met in all circumstances.

The noise levels predicted for the site are likely to only result in negligible adverse effects when compared to the guidance in Appendix A – Section 106 Agreement Template which states that the site should be outside any current or proposed 55dB LAeq (30min) noise source or contour.

It would appear from the documents provided that most of the school grounds would be outside the 55dB contour area.

The acoustic consultant employed by the applicant has replied to the concerns with a further note and I am wondering whether this would affect the response from ECC to the proposals.

In particular, the suggested noise level of 55dB LAeq, 30 mins is a more onerous standard than we would be able to require for the external areas of new residential developments, such as gardens etc. – see design criteria recommendations in BS8233-2014 Guidance on sound insulation and noise reduction for buildings

#### 7.7.3.2 Design criteria for external noise

For traditional external areas that are used for amenity space, such as gardens and patios, it is desirable that the external noise level does not exceed 50 dB LAeq,T, with an upper guideline value of 55 dB LAeq,T which would be acceptable in noisier environments. However, it is also recognized that these guideline values are not achievable in all circumstances where development might be desirable.

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

The documents submitted with the planning application have been duly considered and a number of site visits have been carried out. It is noted that the location is included in Brentwood Borough Council's adopted Local Plan of March 2022 (Site R03).



The proposals entail the provision of a two form entry primary school with all matters reserved. However, issues such as access to the R03 site and the impact of the school on the local highway network have been considered by the Highway Authority in its deliberations over application reference 23/01164/FUL. Therefore, from a highway and transportation perspective, the impact of the proposal is acceptable to the Highway Authority subject to planning conditions.

• **National Highways (Previously Highways England)**

Referring to the consultation on a planning application dated 9th January 2024 referenced above, in the vicinity of the A12 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we recommend that conditions should be attached to any planning permission that may be granted.

It should be noted that this site forms part of a larger area allocated in the Local Plan and consequently it will need to be considered in that context and the overall need to provide mitigation for the whole of the local plan sites. The local plan identified that cumulatively the identified sites required the A12 J12 to be converted to signal control, although it is accepted this development on its own does not require this. The planning committee are advised to seek an appropriate contribution from this development towards this scheme.

The following condition is recommended:

No part of the development hereby approved shall be brought into use unless and until the Travel Plan has been approved in writing by the Local Planning Authority who shall consult with Essex County Council as Highways Authority.

The Travel Plan shall be in line with prevailing policy and best practice and shall as a minimum include:-

- The identification of targets for trip reduction and modal Shift
- The methods employed to meet these targets
- The mechanisms for monitoring and review
- The mechanisms and review
- The penalties to be applied in the event that targets are not met
- The mechanisms for mitigation
- Implementation of the travel plan to an agreed timescale or timetable and its operation thereafter
- Mechanisms to secure variations to the Travel plan following monitoring and reviews

Reason:

To ensure that the A12 continues to serve its purpose as a part of a national system for through traffic in accordance with Section 10 of the Highways Act 1980, and to satisfy the reasonable

**Essex County Council (ECC) Education**

ECC welcomes the opportunity to review and provide a final corporate response to the full and outline planning applications for Strategic Site R03 'Officer's Meadows'. We have considered the application material and identified matters for further consideration, with recommended amendments where appropriate.

ECC is prepared to support the planning applications as proposed, subject to the imposition of a condition(s) and s106 provision to mitigate the impact of noise on the school site.

It is understood that the noise levels across the site currently (without development) are identified to be between 55-60 dB(A). With the development, it is suggested that the school building, and the small residential development to the northwest of the application site (under BBC ref. 22/00453/FUL) would provide noise mitigation such that levels within the site are predicted to fall to 50-55 dB (A) to the south of the building form.

Currently there is however no guarantee as to the form the school building on this site will take or where this or they (if a separate building is proposed for the Early Years provision) may be positioned. That said, it is recognised the access points will be fixed by the full planning application for the residential development (ref. 23/01164/FUL), and it is considered, without prejudice, likely that at least part of a building will run parallel to the northwestern boundary. In addition, based on the current baseline designs for schools issued by the Education and Skills Funding Agency, which have been produced to demonstrate good practice that can be achieved within the set costs and area allowances, the classrooms would face out towards this boundary, together with an element of designated outdoor teaching space. These classrooms would not benefit from any noise attenuation afforded by the school building itself; and as such without specific mitigation it is unlikely that these would meet the levels advocated in guidance to the point that the quality of these areas for teaching would be compromised.

Therefore, it is considered as part of any outline consent granted for the primary school that a condition should be imposed to ensure the school environment is appropriate and fit for purpose. This condition (1) should state:

"The school building shall be constructed as to ensure all internal areas of the school building(s) comply with Building Bulletin 93 'Acoustic Design of Schools: Performance Standards'; with the noise level in all dedicated external teaching areas furthermore not exceeding 55dB LAeq,30min".

The wording of this condition is necessary for the outline application to set a baseline understanding of acceptability for the proposed use for both the internal and designated external teaching environments. The condition is relevant to both planning and the development and is necessary and reasonable in all other respects. Policies contained within the Brentwood Local Plan support mitigating the impact of potential nuisance, including noise, and they are also the levels advocated in nationally applied guidance as a maximums.

With this condition imposed, ECC also request that the s106 includes a requirement of a financial payment to cover the uplift in construction costs to comply with this condition. This is on the basis of the Noise Assessment Technical Note (dated 19th February 2024) submitted by applicant, that it considered likely that compliance would likely mean an enhanced building specification and noise mitigation/attenuation around some external areas.

ECC have calculated the cost for enhanced windows and mechanical interventions to address the acoustic requirements within the school will cost around £200,000. It should therefore form part of the Heads of Terms in BBC

Officers report to Planning Committee stating a financial contribution of up to £200,000 towards noise mitigation is required to ensure the appropriate teaching environment within the new school is delivered. This would allow then further discussions between ECC, BBC and the applicant as to the exact wording, payment structure and drawback in due course, without causing any delay to the determination of the planning applications.

- **Essex County Council (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 based on 4 conditions.

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

Thank you for consulting the Historic Environment Advisor to Brentwood Borough Council on the above application, which has archaeological implications. The Essex Historic Environment Record (EHER) shows that the proposed development is located to the south of the Roman road (EHER 5428) between Chelmsford and London (the modern-day Chelmsford Road). It is also located to the north-east of the historic core of Brentwood (EHER 525), and to the south-west of the settlement of Mountnessing (EHER 1353) both of which have medieval origins.

Roman roads often have contemporary field systems, settlement activity and cemeteries located within their proximity, and similar remains may be present on this site. Additionally, extramural settlement evidence, related to the nearby medieval towns of Brentwood and Mountnessing, could survive within the development area. Any archaeological features or deposits present on the site are likely to be negatively impacted by the groundworks associated with the development.

Accordingly, this office recommends that the three conditions are applied to any consent, in line with National Planning Policy Framework, paragraph 205 and the Brentwood Local Plan policy BE16.

A professional and accredited team of archaeologists should undertake the work, which will initially comprise an archaeological trial trenching evaluation of the proposed development site. This may be followed by a programme of archaeological excavation and/or monitoring, depending on the results of the trenching.

The Borough Council should inform the applicant of the archaeological recommendation and its financial implications. An archaeological brief detailing the work will be issued from this office on request and should be acquired prior to the production of a Written Scheme of Investigation.

- **Historic England**

Historic England provides advice when our engagement can add most value. In this case we are not offering advice. This should not be interpreted as comment on the merits of the application.

We suggest that you seek the views of your specialist conservation and archaeological advisers. You may also find it helpful to refer to our published advice at <https://historicengland.org.uk/advice/find/>

- **Mid & South Essex Health Care**

Please be advised that the ICB has no comments on this occasion.

- **Environment Agency**

This application does not have any constraints that fall within our remit. Therefore, we have no comments to make.

- **Essex Badger Protection Group**

On the basis of an assurance that SES reviewed the site for badgers on 14th July 2023, and subsequently during dormouse surveys, and confirmed their absence from the site, I am happy to remove my holding objection for this proposal.

However, in view of the setts recorded by the Essex Badger Protection Group in the wider area, I still recommend that a number of mitigation measures are included by way of condition on any planning approval given.

**SECOND CONSULTATION**

We would strongly recommend the following:

- An updated commentary from the applicant or ecologist to better explain the badger mitigation plan and why other options are not being pursued in line with Badger Trust Guidance.
- Proposed Badger Construction Safeguards to be enforced by way of condition to any ultimate planning approval, with the following additions -
- All site personnel to be fully briefed concerning the presence of badgers on site and the mitigation measures to be followed.
- Retained Badger Setts to be surrounded by a clearly marked exclusion zone extending 20m from the sett. No site personnel are to enter the exclusion zone and no site materials are to be stored within it.
- Adherence to these measures to be confirmed to planners at regular intervals by the project ecologist.
- No additional badger setts are to be closed under licence without the prior permission of the Local Planning Authority and without the submission of a further badger survey by way of explanation.

- **Natural England**

No objection. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

- **Essex Wildlife Trust**

No response received.

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

No response received.

- **Police Architectural Liaison Officer**

The 'Essex Police - Designing out Crime Office (DOCO) welcomes the opportunity to make comment on the proposed development of a safeguarded primary school on land (north of Shenfield) in Alexander Lane, Shenfield. Good design and early co-ordination, incorporating 'Crime Prevention Through Environmental Design' (CPTED) principles, can avoid the conflicts that may be expensive or impossible to resolve once the construction phase is complete. CPTED forms part of Police Crime Prevention Initiatives (PCPI) which is the official UK Police Security Initiative.

Essex Police considers that it is important that, if approved, this construction project is designed incorporating the maximum achievable benefit of CPTED for which Secured by Design (SBD) is the preferred enabler.

We strongly recommends that the developer applies for Secured by Design certification detailed within the current Secured by Design New Schools guide for the development of this new school, (<https://www.securedbydesign.com/guidance/design-guides>) provides full details.

It is important that design and security specifications are risk commensurate and provide an effective and realistic level of physical security that is commensurate with risk. Given the safeguarding requirement for the premises there should be increased consideration for a robust perimeter treatment and access control regime.

- **Basildon Fire Station**

I refer to your correspondence and consultation regarding the outline application with all matters reserved for a 2FE safeguarded primary school; as a result the submission has been considered and the following observations are made.  
Access

Access for Fire Service purposes has been considered in accordance with The Essex Act 1987 - Clause 13(1)(a)(b) and The Building Regulations 2010. The proposal will not affect Fire Service access to existing premises in the vicinity and therefore in compliance with Clause 13 (1)(b) of The Act. From the information available at this outline stage of the application a full assessment of Fire Service vehicular access to the proposed School cannot be made. Should approval be given further observations will follow on receipt of subsequent consultation where compliance will be expected to be confirmed as meeting the guidance as specified under the Building Regulations 2010, Approved Document "B" Fire Safety Volume 2 Section B5 or recognised equivalent (and so address Clause 13 (1)(a) of The Act). In conclusion The Essex Police, Fire and Crime Commissioner Fire and Rescue Authority has no other observations or any objection at this time to the outline application being granted.

- **Anglian Water**

There are no drainage strategy documents submitted with the above planning application and therefore we are unable to make comments to the application related to Anglian Water network. However, I have attached our response reference PLN-0198554- to the planning application 23/01164/FUL-Hybrid planning application for 344 units including 35% affordable housing, safeguarded land for a 2FE primary school and early years facility, public open space and associated landscaping, drainage and highways infrastructure. | Land North Of Shenfield Alexander Lane Shenfield Essex.

- **Affinity Water**

Affinity Water has no comments to make regarding planning application 23/01159/OUT.

- **Essex & Suffolk Water**

No response received.

- **Thames Water Development Planning**

Thank you for consulting Thames Water on this planning application. Having reviewed the details, we have no comments to make at this time.

- **UK Power Networks**

UK Power Networks typically only reply to planning applications when they have an objection or wish to offer advice. As is allowed, where no response is sent, please assume we have nothing to say.

- **National Grid**

Regarding planning application 23/01159/OUT, there are no National Gas Transmission assets affected in this area.

- **Cadent Gas**

We have received a notification from the LinesearchbeforeUdig (LSBUD) platform regarding a planning application that has been submitted which is in close proximity to our medium and low pressure assets. We have no objection to this proposal from a planning perspective, however we need you to take the following action.

What you need to do

To prevent damage to our assets or interference with our rights, please add the following Informative Note into the Decision Notice:

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

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The

applicant should apply online to have apparatus diverted in advance of any works, by visiting [cadentgas.com/diversions](http://cadentgas.com/diversions).

Prior to carrying out works, including the construction of access points, please register on [www.linesearchbeforeudig.co.uk](http://www.linesearchbeforeudig.co.uk) to submit details of the planned works for review, ensuring requirements are adhered to.

Your responsibilities and obligations

Cadent may have a Deed of Easement on the pipeline, which provides us with a right of access for a number of functions and prevents change to existing ground levels, storage of materials. It also prevents the erection of permanent/temporary buildings, or structures. If necessary Cadent will take action to legally enforce the terms of the easement.

This letter does not constitute any formal agreement or consent for any proposed development work either generally or related to Cadent's easements or other rights, or any planning or building regulations applications.

Cadent Gas Ltd or their agents, servants or contractors do not accept any liability for any losses arising under or in connection with this information. This limit on liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding fraudulent misrepresentation), breach of statutory duty or otherwise. This limit on liability does not exclude or restrict liability where prohibited by the law nor does it supersede the express terms of any related agreements.

## **9. Summary of Issues**

### **Consideration of the proposal**

- 9.1 The starting point for determining a planning application is the current development plan, which is the Brentwood Local Plan 2022 ('the Local Plan'). Planning legislation states that applications must be determined in accordance with the relevant development plan policies unless material considerations indicate otherwise. Additional policies, as relevant material considerations for determining this application, are the National Planning Policy Framework 2021 (NPPF) and National Planning Practice Guidance (NPPG). Although individual policies in the Local Plan should not be read in isolation, the adopted plan contains policies of particular relevance to this proposal which are listed in section 3 above.

- 9.1 As already explained, the DF is a material consideration in the determination of this planning application.

### **Principle of development**

- 9.2 The principle of a school and early years facility in this location is acceptable and is in line with LP Policy R03 (Land north of Shenfield) and the DF, which identifies this parcel of land as suitable for this community facility. The need for the school and the early facility stems from this site, but also from other

developments that will be delivered on nearby allocated sites. All these sites will need to financially contribute towards the purchase of the land and the construction of the school.

- 9.3 As already explained, the school site will be safeguarded by Essex County Council (ECC), the Education Authority, for 10 years. Should the need for a new primary school and early years facility be confirmed during this timeframe, ECC will deliver the school to their specification. Should ECC not require a new school, this parcel of land will be returned to the applicant.
- 9.4 The proposed location of the school was identified as the most suitable within the allocated site further to analysis undertaken ahead of the Examination in Public for the LP. Reasons for choosing this location include its flat surface, safe distance from flood zones or CDA, absence of trees or other features of arboricultural and ecological value.
- 9.5 This outline application is accompanied by a Land Compliance Study that further confirms the suitability of the site for the proposed use. This is a requirement of ECC Developers' Guide to Infrastructure Contributions.

### **Proposal**

- 9.6 As this is an outline application with all matters reserved, no details of the proposed school have been submitted. Since the safeguarded site abuts the residential development part of the hybrid scheme, the location of the proposed pedestrian, vehicular and maintenance entrances are known, but no further details have been provided.
- 9.7 It is therefore expected that the reserved matters application/s will need to cover: layout, access, appearance, scale and landscaping. The proposed school will have to comply with the relevant local, Essex and national policies, taking into account material considerations.

### **Connectivity**

- 9.8 As part of the hybrid scheme submitted by the applicant, the school benefits from very good public transport accessibility. The site is in close proximity to the Shenfield town centre, and the applicant will make contributions towards existing and new bus services to the centre and the railway station, further improving the local transport network.
- 9.9 The proposed contributions, part of the hybrid scheme, will go towards:
- The improvement of the pedestrian and cycle routes along Chelmsford Road
  - The creation of a cycle route along Hunter Avenue



- The creation of other ‘quiet way’ cycle routes in the Brentwood Urban Areas (details to be agreed with the Highways Authority)
  - Upgrade of signal at the Chelmsford Road/Hutton Road/Sheffield Road junction
  - Brentwood and Shenfield Railway Station public realm and cycle infrastructure improvement
  - The improvement of the existing bus service along Chelmsford Road
  - The creation of a new bus route to connect Shenfield train station to the R03 site. The new bus route will enter the Croudace scheme from Chelmsford Road, continue through the primary route and exit on Alexander Lane.
- 9.10 In addition to the above, the hybrid scheme will also deliver pedestrian and cycle routes within the site and with connections to Chelmsford Road, Alexander Lane and the Redrow site, making the proposed school a destination to reach using sustainable transport modes, in line with LP Policies BE14 (Creating Successful Places) and BE15 (Planning for Inclusive Communities).

### **Highways considerations**

- 9.11 The impact of the proposed school on the local road system, alongside the other applications submitted for the allocated site, has been considered as part of the Transport Assessment for the hybrid scheme.
- 9.12 The Transport Assessment demonstrates that the cumulative impact of the R03 schemes will not have an adverse effect on the local road system. The proposal has been reviewed by the Highways Authority and National Highway, who raised no objections.
- 9.13 The estimated traffic impact of the hybrid scheme on the local highway network is based on the data agreed by the Redrow transport consultant with the Highways Authority at scoping opinion stage. This data has been adopted within the Transport Assessments of all the R03 developers, to ensure that they all look at the cumulative impact of the overall development in a consistent and appropriate manner.
- 9.14 The data takes into account the following scenarios:
- 2022 base – i.e. what happens today, with Alexander Lane still open
  - 2028 baseline – i.e. what happens with the other three R03 schemes (the committed developments) but without Croudace, Alexander Lane is still open
  - 2028 Baseline plus Development – i.e. what happens with committed developments and with Croudace, including the closure of Alexander Lane.

- 9.15 All four R03 site applicants utilise the same transport data and adopt similar modelling approaches. The cumulative impact of the entire R03 site has been reviewed as part of the local plan evidence base exercise conducted by BBC, as detailed in the Brentwood Borough Local Plan Transport Assessment 2018. Section 10.6.1 of this report states, *“the transport work identified within this report has demonstrated that through sustainable transport measures and in some cases, limited physical highway improvement works, the impact of the Local Plan can be mitigated and that there are no major residual impacts that might prevent the delivery of the Local Plan development.”* Therefore, the precedent for the development has already been established.
- 9.16 During the course of determination, the applicant provided additional information to substantiate the review of the cumulative impact of the developments on the highway network, including a more details analysis of the trips that could be generated by the school, should it be delivered.
- 9.17 The modelling results confirm that the additional traffic generated by the proposed development can be accommodated on the highway network. Although the realignment of Alexander Lane results in the distribution of exiting traffic either through the proposed site or via Oliver Road, this has been shown to be acceptable with all junctions on the local network operating within their operational capacity.
- 9.18 The increase in traffic on the A12 slip road results in an increase in queuing length during the AM peak hour. However, this has been shown not to be a safety risk, and the increase in delay of approximately 69 seconds does not justify mitigation measures on the junction as the effects are not considered severe as set out in NPPF.
- 9.19 As already explained and in addition to the above considerations, there will also be improvements that the hybrid scheme will make to the local transport network, through contributions towards:
- The improvement of the pedestrian and cycle routes along Chelmsford Road.
  - The creation of a cycle route along Hunter Avenue.
  - The creation of other ‘quiet way’ cycle routes in the Brentwood Urban Areas (details to be agreed with the Highways Authority).
  - Upgrade of signal at the Chelmsford Road/Hutton Road/Sheffield Road junction.
  - Brentwood and Shenfield Railway Station public realm and cycle infrastructure improvement.
  - The improvement of the existing bus service along Chelmsford Road.
  - The creation of a new bus route to connect Shenfield train station to the R03 site. The new bus route will enter the Croudace scheme from Chelmsford Road, continue through the primary route and exit on Alexander Lane.

- 9.20 National Highways confirmed that no contributions are required for improvements to the A12 roundabout, as this will have a negligible impact from the proposed hybrid scheme. Instead, improvements will be delivered as part of the Redrow application, which is closer to the a12, that will be negotiated in due course.
- 9.21 It is concluded that the proposal, as part of the wider development for the allocated site, will not have an adverse impact on the local transport network. Instead, through a number of contributions agreed with the Highways Authority (some part of the IDP), it will deliver important contributions.
- 9.22 Therefore, the proposal is supported as it is compliant with LP Policies BE08 (Strategic Transport Infrastructure), BE09 (Sustainable means of travel and walkable streets) and BE12 (Mitigating the Transport Impacts of Development).

### **Access and car parking**

- 9.23 There are a total of 3 entrances into the school site, details of which form part of a reserved matter application, should the application be approved:
- The pedestrian entrance from the school plaza
  - A vehicular entrance to the north-east of the mini-roundabout.
  - A maintenance access to the north of the layout.
- 9.24 The maintenance access for the school can be reached through a private driveway, by plots 101 to 105. Crossing through this driveway will be guaranteed by a provision in the legal agreement and also included in the Estate Management Strategy that will be prepared for application 23/01164/FUL.
- 9.25 It is concluded that the proposal, as part of the wider development for the allocated site, will not have an adverse impact on the local transport network. Instead, through a number of contributions agreed with the Highways Authority (some part of the IDP), it will deliver important contributions.
- 9.26 The school will have its dedicated car parking area for staff and visitors within the safeguarded site.
- 9.27 No drop-off area has been provided, as requested by the Education Team, to facilitate school trips via sustainable transport modes. Should parents wish to utilise the visitors car parking spaces to the south-west of the school plaza (nos. V1 to V5 on the site layout), these are connected to the pedestrian and cycle route fronting the raised table opposite the school plaza, ensuring safe crossing to the school entrance.

## **Trees, ecology and landscape**

- 9.28 The Tree, Ecology and Landscape officer requested that the reserved matter include an Arboricultural Impact Assessment, a detailed landscape strategy and an updated Ecological Assessment, including updated surveys. The reserved matters submission will need to comply with LP Policies NE01 (Protecting and Enhancing the Natural Environment), NE02 (Green and Blue Infrastructure), NE03 (Trees, Woodlands, Hedgerows) and NE05 (Open Space and Recreation Provision)

## **Drainage**

- 9.29 In the absence of a detailed layout for the school site, the applicant could not develop a drainage strategy to the same level of detail as the residential application. For the purpose of this outline application, it has been assumed that the entire school site will connect into the residential drainage network.
- 9.30 ECC SuDS supports the approach, subject to conditions. However, should the school be needed by ECC and a new drainage strategy be required, this will need to be included in the reserved matters and be in line with LP Policies BE05 (Sustainable Drainage) and NE09 (Flood Risk).

## **Interaction with application ref. 23/01164/FUL**

- 9.31 The interaction between the safeguarded school site and the full planning application has been subject to extensive dialogue between BBC officers, ECC officers (including the Highways and Education teams) and the applicant.
- 9.32 The school site will face the proposed school plaza, where the school pedestrian access will be located. A key feature of application ref. 23/01164/FUL, it is an extensive square (530sqm) that provide the following benefits:
- pedestrian access to the school;
  - a safe, enclosed area for children and parents to congregate during pick-up / drop-off time;
  - a meeting point for local residents with potential to host small events and local markets.
- 9.33 The veteran tree, which bounds the plaza to the west, will be protected by a buffer area with retained and enhanced scrub vegetation, and an integrated seating and lighting system along its perimeter.
- 9.34 The plaza will have a distinctive paving, to mark its role as the link between the school and the local community. A raised table crossing will connect the school to the parkland to the south. The raised table will contribute to calming traffic and will be defined by large planters placed at the edge of the plaza, preventing

children from running into the street. A green verge, running along the primary road, will act as an additional barrier increasing safety.

- 9.35 The Education Team requested that a double fence be erected to the back of the gardens of the units abutting the school site, along the southern and eastern boundaries. This is to avoid overlooking and potential noise issues, and also to create a buffer area to facilitate maintenance of fences and trees when required. The fence along the school boundary (but immediately outside it) will be 2.4m high of welded mesh, in line with ECC Developers' Guide to Infrastructure Contributions. The fencing for the residential plots could be a lower timber fence (the Environmental Health Officer suggested 1.8m), details of which have been conditioned within application 23/01164/FUL.
- 9.36 A number of mature trees, subject to TPO, are located immediately to the north of the safeguarded school site. In order to avoid root protection areas to be included within the school, the Education Team requested the creation of two buffer areas alongside the northern boundary, with a width ranging between 1.5 and 3m. The two aforementioned fences will be erected on either side of the buffer area. Only a minimal section of root protection areas will now be included in the school site, which has been deemed acceptable.
- 9.37 Access to the north-east buffer area will be through the school's maintenance access. Access to the south-west buffer area will be through the private drive-through of plots 31 to 33. This will also have the advantage of creating a welcome separation between the school site and the car parking spaces of plots 32 and 33.
- 9.38 It is noted that there is no direct access between the school plaza and the private drive serving plots 30 to 33, ensuring that no child could walk unsupervised along the drive or by the car parking spaces of these plots.

### **Noise mitigation**

- 9.39 The acoustic report that accompanies the hybrid scheme confirms that the noise levels across the site currently (without development) are between 55-60 dB(A). With the development, it is suggested that the school building, and the small residential development to the northwest of the application site (under BBC ref. 22/00453/FUL) would provide noise mitigation such that levels within the site are predicted to fall to 50-55 dB (A) to the south of the building form. It is noted that the Building Bulletin 93 'Acoustic Design of Schools: Performance Standards' recommends that noise level in all dedicated external teaching areas should not exceed 55dB LAeq,30min.
- 9.40 ECC Education acknowledged that, at this stage, there is no guarantee as to the form the school building on this site will take, or where this or they (if a separate building is proposed for the Early Years provision) may be positioned. The only

known parameters are that at least part of a building will run parallel to the northwestern boundary, and that the classrooms that will face out towards this boundary (together with an element of designated outdoor teaching space) will not benefit from any noise attenuation afforded by the school building itself, and are likely to require specific mitigations.

- 9.41 A condition has therefore been imposed requesting that, should the school be delivered, all its internal areas will need to comply with Building Bulletin 93 'Acoustic Design of Schools: Performance Standards', with the noise level in all dedicated external teaching areas not exceeding 55dB LAeq,30min.
- 9.42 In addition to the above, ECC Education has requested a financial payment, as part of the s106 agreement, to cover the uplift in construction costs to comply with the above condition and deliver the necessary noise mitigation measures. This has been accepted by the applicant.
- 9.43 Should ECC confirm the need for this school and early year facility, an updated acoustic report will need to be prepared, to ensure that the correct mitigation measures are chosen.

#### **Transferring the site to ECC**

- 9.44 The legal agreement covers the technical requirements and legal implications of transferring the site to ECC. Should ECC, during or at the end of the safeguarding period, confirm that the school and early years facility is not required, the land will be returned to the applicant.

#### **Legal agreement**

- 9.45 The applicant has accepted that it is necessary for certain obligations in respect of the proposed application to be dealt with by way of an Agreement under Section 106 of the Town & Country Planning Act 1990. This is in line with Local Planning Policy MG05 (Developer Contributions).
- 9.46 The contributions required to make the hybrid scheme (covering both residential and school applications) acceptable in planning terms have been agreed by the applicant, BBC, the Highway Authority, Essex County Council (education) and the NHS. These include contributions towards highways improvements and mitigation, education, healthcare provision, open space, outdoor and indoor sport provision, ecology, details of market and affordable housing provision.
- 9.47 The legal agreement has been drafted and further work is needed to reach a format agreed by all parties. The agreement includes the requirement to set up management companies to deal with the management of the whole site (in line with the aforementioned Estate Management Strategy), of Arnold's Wood, of the veteran tree and of the other retained trees.

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

## **8. Recommendation**

- 8.1 It is recommended that a RESOLUTION TO GRANT PERMISSION is issued subject to the S106 legal agreement being resolved, and to the following conditions:-

### **1 Development in accordance with drawings**

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

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

### **2 Reserved matters**

Approval of the details of the scale, layout, appearance, access and landscaping of the school that are reserved for later approval (hereinafter called the reserved matters) shall be obtained in writing from the Local Planning Authority before that part of the development is commenced and the development shall be carried out as approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

### **3 Length of permission**

Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

### **4 Approved drawings**

The development hereby permitted shall be carried out in accordance with the following plans:

Site Location Plan: 1643.120 rev. C

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

## 5 Construction Environment Management Plan

No development shall commence, including any ground works or demolition, until a Construction Environment Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP should define best practice measures for ecological protection (including but not limited to protected species, in particular badgers and nesting birds), protection methods of retained trees, and adhere to the Proposed Badger Construction Safeguards set out in an updated Ecological Appraisal as required by condition number 8. The CEMP should include a method statement to avoid injury to any animals entering the site during construction.

The CEMP shall identify that construction activities so far as is practical do not adversely impact amenity, traffic or the environment of the surrounding area by minimising the creation of noise, vibration and dust during the site preparation and construction phases of the development. The CEMP shall also provide for:

- Vehicle routing
- The parking of vehicles of site operatives and visitors both within and outside of the site
- Loading and unloading of plant and materials
- Storage of plant and materials used in constructing the development
- Wheel and underbody washing facilities

To reduce disturbance to nearby properties, construction and demolition activities should be restricted 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.

The demolition and construction works shall be completed in accordance with the information agreed within the CEMP by the Local Planning Authority.

Reason: To ensure that appropriate measures are undertaken to ensure any disturbance to protected species is mitigated and to ensure trees are not harmed in the interests of visual amenity. To ensure that on-road parking of these vehicles in the adjoining roads does not occur, that loose materials and spoil are not brought out onto the highway and that construction vehicles do not use unsuitable roads, in the interests of highway safety and Policy DM1 of the Highway Authority's Development Management Policies February 2011. To be in accordance with Policy BE12: Mitigating the transport impacts of development,

## 6 Noise

The school building shall be constructed as to ensure all internal areas of the school building(s) comply with Building Bulletin 93 'Acoustic Design of Schools: Performance Standards'; with the noise level in all dedicated external teaching areas furthermore not exceeding 55dB LAeq,30min.

Reason: In order to protect the amenity of future school occupiers in accordance with Policy BE14: Creating successful places.



## 7 Arboriculture

Concurrent with the first Reserved Matters submission, an Arboricultural Impact Assessment shall be submitted to and approved in writing by the Local Planning Authority. The AIS shall detail measures to protect existing trees during construction. The development shall be carried out in accordance with the approved details.

Reason: In order to ensure appropriate protection of the trees bounding the site in accordance with Policy NE01: protecting and enhancing the natural environment.

## 8 Ecology

Concurrent with the first Reserved Matters submission, an updated Ecological Assessment, including up-to-date ecological surveys and Biodiversity Net Gain Metric shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to preserve the natural environment in accordance with Policy NE01: protecting and enhancing the natural environment.

## 9 Archaeology

No development or preliminary groundworks of any kind shall take place until a programme of archaeological investigation has been secured in accordance with a Written Scheme of Investigation which has been submitted by the applicant, and approved in writing by the local planning authority.

Reason: To safeguard heritage assets of archaeological interest that may survive on the site, in line with Local Policy BE16.

## 10 Archaeology

No development or preliminary groundworks of any kind shall take place until the completion of the programme of archaeological investigation identified in the Written Scheme of Investigation defined in 1 above.

Reason: To safeguard heritage assets of archaeological interest that may survive on the site, in line with Local Policy BE16.

## 11 Archaeology

The applicant will submit to the local planning authority a post excavation assessment (to be submitted within six months of the completion of the fieldwork, unless otherwise agreed in advance with the Planning Authority). This will result in the completion of post excavation analysis, preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication report.

Reason: To safeguard heritage assets of archaeological interest that may survive on the site, in line with Local Policy BE16.

## 12 Drainage

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

- Limiting discharge rates to flow matching rates with sufficient long term storage to discharge at no more than 2l/s.
- 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.
- Final modelling and calculations for all areas of the drainage system.
- The appropriate level of treatment for all runoff leaving the site, in line with the Simple Index Approach in chapter 26 of the CIRIA SuDS Manual C753.
- Detailed engineering drawings of each component of the drainage scheme.
- A final detailed drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

The scheme shall subsequently be implemented prior to occupation. It should be noted that all outline applications are subject to the most up to date design criteria held by the LLFA.

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.

## 13 Drainage

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

Reason: The National Planning Policy Framework paragraph 163 and paragraph 170 state that local planning authorities should ensure development does not increase flood risk elsewhere and does not contribute to water pollution. Construction may lead to excess water being discharged from the site. If dewatering takes place to allow for construction to take place below groundwater level, this will cause additional water to be discharged. Furthermore, the removal of topsoils during construction may limit the ability of the site to intercept rainfall and may lead to increased runoff rates. To mitigate increased flood risk to the surrounding area during construction there needs to be satisfactory storage of/disposal of surface water and groundwater which needs to be agreed before commencement of the development. Construction may also lead to polluted water being allowed to leave the site. Methods for preventing or mitigating this should be proposed in accordance with Policy BE02: Water efficiency and management

#### 14 Drainage

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

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

#### 15 Drainage

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

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

#### 16 Travel Plan

No part of the development hereby approved shall be brought into use unless and until a School Travel Plan has been approved in writing by the Local Planning Authority who shall consult with Essex County Council's School Travel Planning Advisor. The School Travel Plan shall be in line with prevailing policy and best practice and shall as a minimum include:

- The identification of targets for trip reduction and modal Shift

- The methods employed to meet these targets
- The mechanisms for monitoring and review
- The mechanisms and review
- The penalties to be applied in the event that targets are not met
- The mechanisms for mitigation
- Implementation of the travel plan to an agreed timescale or timetable and its operation thereafter
- Mechanisms to secure variations to the Travel plan following monitoring and reviews

The applicant shall agree the frequency of reviewing and, where necessary, updating the Plan as the school operation develops.

Reason:

To promote sustainable and active travel and to ensure that the A12 continues to serve its purpose as a part of a national system for through traffic in accordance with Section 10 of the Highways Act 1980, and to satisfy the reasonable requirements of road safety. To reduce the need to travel by car and promoting sustainable development and transport in accordance with Policy BE12: Mitigating the transport impacts of development

Informative(s)

#### 1 INF05

The following development plan policies contained in the Brentwood Local Plan 2016-2033 are relevant to this decision: MG01, MG04, MG05, BE05, BE08, BE09, BE11, BE12, BE13, BE14, BE15, BE16, NE01, NE02, NE03, NE05, NE08, NE09 and R03.

#### 2 INF04

The permitted development must be carried out in accordance with the approved drawings and specification. If you wish to amend your proposal you will need formal permission from the Council. The method of obtaining permission depends on the nature of the amendment and you are advised to refer to the Council's web site or take professional advice before making your application.

#### 3 INF22

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

#### 4 Secure by Design

Where possible, each element of the proposal shall be constructed to the standard required to achieve Secured by Design accreditation (as awarded by Essex Police) to provide a good standard of security to future occupants and visitors to the site and to reduce the risk of crime, in accordance with Local Plan Policy BE15 and the aims and objectives of the NPPF Chapter 8.

## 5 SuDS

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

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

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

## 6

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

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

Prior to carrying out works, including the construction of access points, please register on [www.linesearchbeforeudig.co.uk](http://www.linesearchbeforeudig.co.uk) to submit details of the planned works for review, ensuring requirements are adhered to.

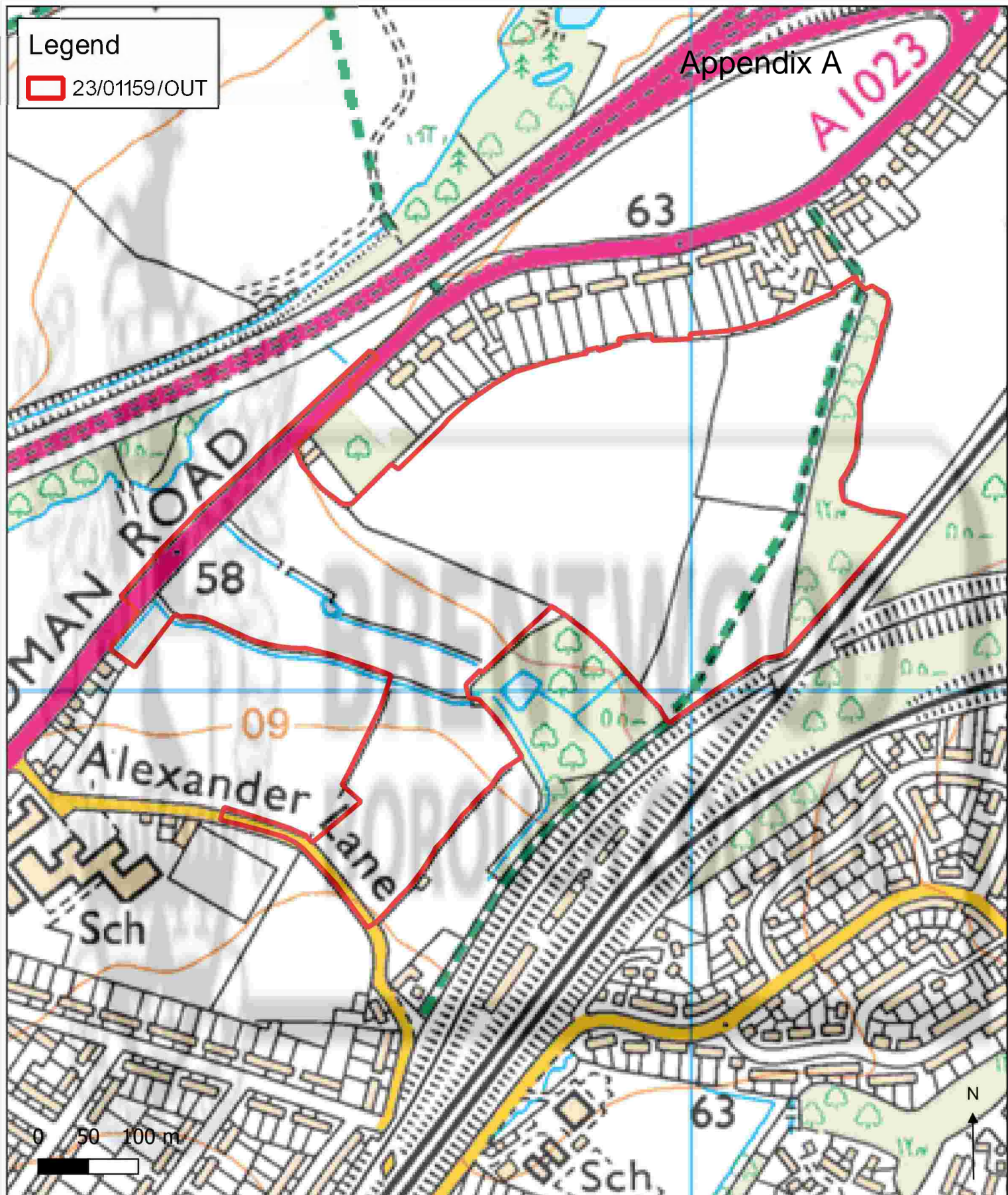
### *BACKGROUND DOCUMENTS*

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

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

### **DECIDED:**





## Land North of Shenfield, Alexander Lane, Shenfield

Drawing No. : 23/01159/OUT

Scale at A4 : 1:5000

Drawn by: OSJ

Service: Communications and Digital Engagement

Date: 9th July 2024

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**BRENTWOOD**  
BOROUGH COUNCIL

Jonathan Stephenson  
Chief Executive  
Brentwood Borough Council  
Town Hall  
Ingrave Road  
Brentwood  
CM15 8AY  
Tel.: (01277) 312500

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**SITE PLAN ATTACHED**

**LAND NORTH OF SHENFIELD ALEXANDER LANE SHENFIELD ESSEX**

**HYBRID PLANNING APPLICATION FOR 344 UNITS INCLUDING 35% AFFORDABLE HOUSING, SAFEGUARDED LAND FOR A 2FE PRIMARY SCHOOL AND EARLY YEARS FACILITY, PUBLIC OPEN SPACE AND ASSOCIATED LANDSCAPING, DRAINAGE AND HIGHWAYS INFRASTRUCTURE**

**APPLICATION NO: 23/01164/FUL**

<b>WARD</b>	Shenfield	<b>8/13 WEEK DATE</b>	08/01/2023
<b>PARISH</b>	N/A	<b>Extension of Time</b>	None
<b>CASE OFFICER</b>	Kathryn Williams		

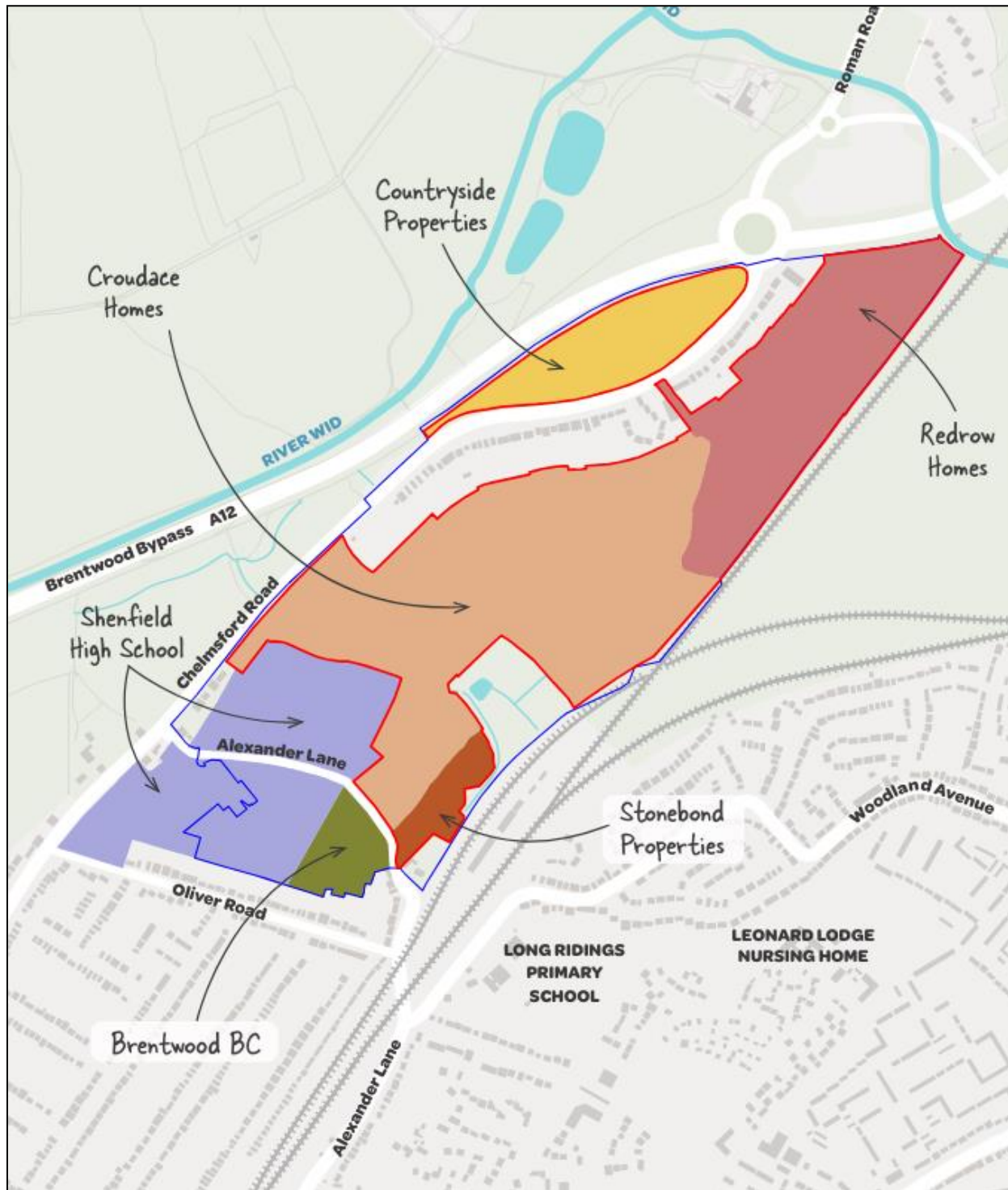
**Drawing no(s) relevant to this decision:**

- Proposed drawings (See list of drawings in Condition 2)
- Planning Statement including Affordable Housing Statement
- Design and Access Statement
- Draft Section 106 Heads of Terms
- Schedule of Accommodation
- Statement of Community Involvement
- Landscape and Visual Impact Assessment
- Transport Assessment and Travel Plan Measures
- Air Quality Assessment
- Noise Impact Assessment
- Archaeological Desk Based Assessment
- Health Impact Assessment
- Arboricultural Impact Assessment
- Veteran Tree Survey
- Energy Strategy
- Sustainability Statement
- Desk based Heritage Assessment
- Lighting Strategy
- Ecological Assessment
- Biodiversity Net Gain Assessment
- Landscape and Biodiversity Management Plan
- Flood Risk Assessment

## 1. Outline of the Proposals

- 1.1 This application is submitted by Croudace Homes (Croudace) for the construction of 344 dwellings (including 35% affordable dwellings) accessed from Chelmsford Road and Alexander Lane, together with associated highway works, landscaping, utilities, drainage infrastructure and parking. The application is part of a hybrid scheme, comprising outline application ref. 23/01159/OUT for the erection of a primary school and early years facility to the centre-north of the wider Croudace site. The school site will be safeguarded by Essex County Council (ECC), the Education Authority, for 10 years. Should the need for a new primary school and early years facility be confirmed during this timeframe, ECC will deliver the school to their specification. Should ECC not require a new school, this parcel of land will be returned to the applicant.
- 1.2 It is noted that the documents submitted for the hybrid application cover both the residential and school components.
- 1.3 The site forms the largest parcel of land within Site R03, Land North of Shenfield (also known as Officer's Meadow), allocated within the adopted Brentwood Borough Council (BBC) Local Plan (LP, March 2022) to deliver a mix of housing, employment, a primary school and a care home. Site R03 will be delivered by four developers: Croudace Homes, Countryside Properties, Redrow Homes and Stonebond Properties.
- 1.4 Due to its location in close proximity to services and facilities, and its public transport accessibility, Land North of Shenfield was allocated in the Local Plan as it constitutes a sustainable urban extension to the existing category 1 settlement of Shenfield.
- 1.5 Whilst the four developers have been progressing their proposals through the planning process individually, the combined development is guided by an overarching Masterplan Development Principles Framework (DF), as required by LP Policy R03 (2.a). This ensures that all proposals will have a coordinated and comprehensive approach to matters such as connectivity within the site and with the wider area, flood mitigation, landscape, housing design and impact on traffic.
- 1.6 Policy R03 does not require formal adoption of the DF by the Council but is a material consideration in the determination of this planning application. The weight given to the material consideration is for the decision maker to attribute as such, BBC officers, other key stakeholders and technical consultees were engaged at length through the production of the DF, and BBC officers are satisfied that the document is acceptable to guide and inform the planning applications for the allocated site.
- 1.7 Figure 1 shows the outline of the allocated site, and the 4 parcels of land that are being brought forward by the individual developers.

**Figure 1 – Extract from the Masterplan Development Principles Framework, published in August 2023 (Land Ownership Plan).**



- 1.8 The proposed development for the Croudace parcel of the R03 allocated site includes:
- 344 units, of which 121 (35%) are affordable housing.

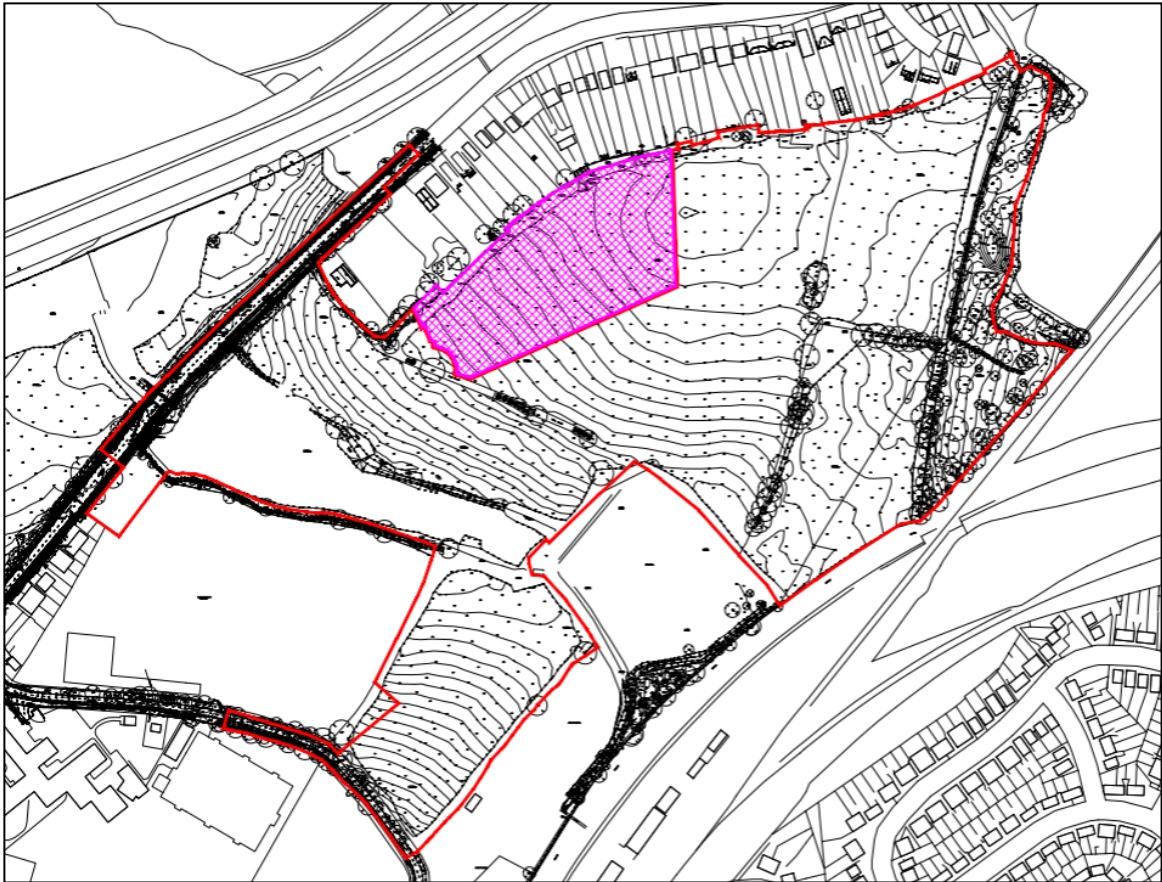
- Six areas of public open space, of which a very large park measuring 2.87ha.
  - Two equipped play areas and one informal play area, as well as opportunities for incidental play.
  - Comprehensive drainage and flood risk mitigation strategy, supported by Essex County Council and the Environment Agency, comprising attenuation basins, swales and permeable paving.
  - Retention of existing trees, including a veteran English Oak, tree belts and category A trees.
  - Management Plan for Arnold's Wood (Ancient Woodland and Local Wildlife Site).
  - A Biodiversity Net Gain of 24% in habitat units, a hedgerow scoring of 13% and a watercourse scoring of 22%.
  - Pedestrian and cycle connections to Redrow and Stonebond sites.
  - Two bus stops serving a new bus route, which will connect Shenfield railway station with the allocated R03 site.
  - An energy strategy confirming that the scheme will target 85% reduction in carbon emissions above the requirements of Part L 2021 (policy requirement is 10%), 63% renewable energy generation and an electric only strategy allowing the proposed development to achieve net zero emissions in operation once the mains grid decarbonises.
- 1.9 This proposal has been subject to extensive pre-application consultation with BBC and ECC officers (Planning, Housing, Strategic Policy, Tree, Landscape, Ecology, Environmental Health, Urban Design, Highways, Education). The applicant also undertook separate pre-application discussion with ECC Highways and the Environment Agency (EA). The developer has responded to these discussions by providing revisions of drawings and technical reports during the assessment process.
- 1.10 Community engagement has been undertaken in conformity with objectives of the Localism Act 2011, the National Planning Policy Framework (2023) and the BBC 'Statement of Community Involvement' (SCI) (Adopted 2018).

## **2. Site and Surroundings**

- 2.1 The site subject to the hybrid application extends approximately 21.32ha in total and is located to the north of Shenfield. The parcel subject to this planning application, for the residential development and associated works only, measures 19.14ha.
- 2.2 The overall site has an irregular shape and consists of six tree-lined agricultural fields, predominantly featuring rough grassland/scrubland. The site has a varied topography, with land sloping down towards the centre of the site, where there is a Critical Drainage Area (CDA) and a smaller area that falls within Flood Zones 2 and 3.

- 2.3 Figure 2 shows the site location plan, illustrating both the residential and the school parcels.

**Figure 2 – Extract from the Site Location Plan (ref. 22.1643.120 revA). The school parcel is indicated in pink. The approximate location of the CDA, crossing the Croudace and Stonebond sites, is shown in blue.**



- 2.4 The arboricultural character of the site is defined by native broadleaved trees growing in belts along the site perimeter and internal field boundaries, and which together delineate the mosaic of fields that constitute the site at large. The key elements are a veteran tree in proximity of the Chelmsford Road entrance, the Ancient Woodland (Arnold's Wood, also a Local Wildlife Site) located along the east boundary, and 47 trees covered by a tree preservation order (TPO).
- 2.5 Vehicular, cycle and pedestrian access into the site is both from Chelmsford Road to the west and Alexander Lane to the south-west. A Public Right of Way (PRoW 272\_86) runs along the western edge of Arnold's Wood and parallel to the railway to the south-east, connecting Chelmsford Road with Alexander Lane further to the south-west.
- 2.6 To the west and north, the site is bounded by Chelmsford Road (A1023), which runs south-west to Shenfield and north-east to Mountnessing. Whilst a part of the

site lies adjacent to Chelmsford Road, much of the northern boundary, where the school parcel is, is separated from the highway by a single line of residential houses. These houses front onto Chelmsford Road, so the school parcel is partly adjacent to rear garden boundaries to the north. Chelmsford Road comprises largely of 2-storey detached and semi-detached houses. There are various architectural styles, with no uniform character.

- 2.7 Further to the south and south-west is more arable land, the grounds of Shenfield High School and the Alexander Lane playing fields.
- 2.8 Further to the north, the A12 separates the site from the wider agricultural landscape, and a narrow strip of agricultural land (located within the R03 allocation boundary: the Countryside Properties scheme) separates Chelmsford Road from the A12.
- 2.9 To the east, Arnold's Wood separates the site from arable land (also within the R03 allocation boundary: the Redrow Homes scheme). The Great Eastern Main Line railway tracks run along the south-east boundary of the site. Further to the south is the area of Hutton and Long Ridings Primary School.
- 2.10 There are no listed heritage assets located on the site. The closest asset is a Grade II Listed Milestone, on the road verge opposite No. 179 Chelmsford Road.
- 2.11 The site is located a 20-minute walk and a 10-minute cycle to Shenfield Town Centre where multiple local services, facilities and amenities are located. This is where Shenfield railway station is located, providing regular services to London and Heathrow Airport (Elizabeth Line), Southend, Colchester, Chelmsford, and Ipswich (Great Eastern Main Line).
- 2.12 There are also bus stops on Chelmsford Road to the north-west and Long Ridings Avenue to the south, approximately 400m and 500m walking distance from the site, providing services to Brentwood, Shenfield, Chelmsford, and other neighbouring towns and villages. Therefore, the site benefits from very good public transport accessibility.
- 2.13 From the site, cyclists can access Shenfield to the south-west, including the train station, Ingatestone to the north-west, as well as Brentwood town centre further to the south-west within a 5km distance.
- 2.14 The road network around the site includes the Chelmsford Road (A0123) to the northwest, and the A12 (dual carriageway) just beyond this, offering convenient vehicular access to Shenfield, Brentwood and beyond. Many smaller, residential roads are located within close proximity to the site, offering access to surrounding facilities and communities.

### **3. Policy Context**

#### **3.1 Adopted Brentwood Local Plan (LP) 2016-2033:**

- Policy R03: Land North of Shenfield
- Policy MG01: Spatial Strategy
- Policy MG04: Health Impact Assessment
- Policy MG05: Developer Contribution
- Policy BE01: Carbon Reduction and Renewable Energy
- Policy BE02: Water Efficiency and Management
- Policy BE03: Establishing Low carbon and Renewable Energy Infrastructure Network
- Policy BE04: Managing Heath Risks
- Policy BE05: Sustainable Drainage
- Policy BE07: Connecting New Developments to Digital Infrastructure
- Policy BE08: Strategic Transport Infrastructure
- Policy BE09: Sustainable means of travel and walkable streets
- Policy BE11: Electric and Low Emission Vehicles
- Policy BE12: Mitigating the Transport Impacts of Development
- Policy BE13: Parking Standards
- Policy BE14: Creating Successful Places
- Policy BE15: Planning for Inclusive Communities
- Policy BE16: Conservation and Enhancement of Historic Environment
- Policy HP01: Housing Mix Matrix
- Policy HP03: Residential Density
- Policy HP05: Affordable Housing
- Policy HP06: Standards for New Housing
- Policy PC11: Education Facilities
- Policy NE01: Protecting and Enhancing the Natural Environment
- Policy NE02: Green and Blue Infrastructure
- Policy NE03: Trees, Woodlands, Hedgerows
- Policy NE05: Open Space and Recreation Provision
- Policy NE08: Air Quality
- Policy NE09: Flood Risk

#### **3.2 Supplementary Planning Document (SPD):**

- BBC Planning Obligations SPD, 2023
- ECC Developers' Guide to Infrastructure Contributions, 2023

#### **3.3 Other material consideration:**

- BBC Infrastructure Delivery Plan (IDP), 2021
- Masterplan Development Principles Framework, 2023 (not adopted and not part of the Development Plan)



- 3.4 National Policy:
- National Planning Policy Framework (NPPF) 2023
  - Planning Practice Guidance (PPG)
  - National Design Guide (2021)

**4. Local Plan Policy R03, Land north of Shenfield**

- 4.1 As previously mentioned, LP Policy R03 allocates the site subject to this planning application and its surroundings for residential-led mixed-use development.

- 4.2 The policy reads:

*Land north of Shenfield, known as Officer's Meadow and surrounding land is allocated for residential-led mixed-use development.*

*1 Amount and Type of Development*

*Development should provide:*

- a. around 825 new homes;*
- b. around 2.1 hectares of land for a co-located primary school and early years and childcare nursery;*
- c. around 60 bed residential care home or an appropriate mix of specialist accommodation to meet identified needs, in accordance with policy HP04;*
- d. 5% self-build and custom build across the entire allocation area; and*
- e. around 2ha of land for employment purposes which may include light industrial, offices, research and development (within class E) or other sui generis employment uses which are compatible with the residential development.*

*2 Development Principles*

*Development should:*

- a. be accompanied by a comprehensive masterplan and phasing strategy to inform detailed proposals as they come forward;*
- b. be of a design quality and layout that reflects its key gateway location, particularly on land near to Junction 12, A12;*
- c. provide vehicular access via Chelmsford Road (A1023) and Alexander Lane;*
- d. allow if possible for the diversion of Alexander Lane to create a quiet lane for pedestrians and cyclists, with the provision for new and improved route through the development site linking to Chelmsford Road;*
- e. enhance walking, cycling and public transport services with Shenfield station and local services and facilities in the wider area, including Brentwood Town Centre;*
- f. provide well-connected internal road layouts which allow for good accessibility;*
- g. provide new multi-functional green infrastructure including public open space in accordance with Policies NE02 and NE05;*



- h. maintain and enhance Public Rights of Way within the site and to the wider area;*
- i. protect and where appropriate enhance the Local Wildlife Site (Arnold's Wood).*
- j. provide for appropriate landscaping and buffers along sensitive boundaries adjoining the A12 and railway line.*
- k. maintain the same amount of existing playing field provision on site or, where this cannot be achieved, provide replacement playing fields (including supporting ancillary facilities) of equivalent or better provision in terms of quantity and quality in a suitable location prior to commencement of development on the playing field. Any replacement playing field provision should not prejudice Shenfield High School or the community from meeting their playing pitch needs; and*
- l. be designed to ensure a coherent functional relationship with the existing development, which should be well integrated into the layout of the overall masterplan.*

### **3 Infrastructure Requirements**

*Proposals should:*

- a. provide pedestrian and cycle crossing points across Chelmsford Road (A1023) where appropriate;*
- b. provide an improved bus service;*
- c. as the site is located within a Critical Drainage Area, development should minimise and mitigate surface water runoff in line with Policy BE05 Sustainable Drainage.*

### **4 Infrastructure Contributions**

*Applicants will also be required to make necessary financial contributions via planning obligations towards:*

- a. off-site highway infrastructure improvements as may be reasonably required by National Highways and Essex County Council in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);*
- b. 'quiet way' cycle routes connecting transfer hubs to schools in Brentwood Town Centre.*

4.3 It is important to note that the R03 site has a number of physical constraints, the most significant ones being flood risk and drainage, which had not been explored in detail before the allocation of the site in the LP. Further survey work confirmed that it is not possible to deliver the 825 homes originally anticipated and set out in Policy R03 (1.a), as no buildings can be located within the CDA which crosses the Croudace and Stonebond parcels, and due to the high number of trees to be retained.

4.4 Therefore, BBC officers and Place Services actively encouraged the developers to use a variety of housing typologies and urban design solutions, in order to

maximise the number of new dwellings delivered on the four parcels. At the time of writing this report, it is expected that the R03 site will comprise a total of 718 units.

- 4.5 In considering the provision of employment land within the allocated site, it is important to note that LP Policy R03 clearly refers to 'light industrial, offices, research and development (within class E) or other sui generis employment uses which are compatible with the residential development'. There is no reference to retail uses, or local shops in particular, and these were not considered at Examination in Public stage, when an independent Inspector considered the soundness and validity of the proposed policies (prior to the adoption of the LP). This is due to the proximity to Shenfield town centre, which is the most viable location for retail uses.
- 4.6 LP paragraph 9.103 clearly states that the new community services and facilities required for the allocated site are a new co-located primary school and early years and childcare nursery, open space and play facilities. Open space and play facilities are delivered within the site subject to this planning application, whilst school is delivered as part of outline application 23/01159/OUT, part of the hybrid scheme.

## **5. The Masterplan Development Principles Framework**

- 5.1 Although not formally adopted, the DF is also a material consideration when determining this application. The production of a DF is required by LP Policy R03(2.a), which states that the development of the allocated site should *"be accompanied by a comprehensive masterplan and phasing strategy to inform detailed proposals as they come forward"*. The policy does not set out any requirement for the DF to be adopted, and thus the document does not form part of BBC Development Plan.
- 5.2 Whilst the DF has been prepared by the four developers, it has been informed by stakeholder feedback following several revisions. A high-level Masterplan was presented to officers in June 2022, revisions were first submitted in December 2022, and then February and May 2023. The DF was also presented to the Essex Quality Review Panel in June 2023. BBC officers (Planning, Housing, Strategic Policy, Tree, Landscape and Ecology, Environmental Health) and Place Services Urban Design team have reviewed and provided comments to all the DF iterations.
- 5.3 The DF defines the vision for the site as *"a new neighbourhood within a significant landscaped area that will provide improved biodiversity, new areas of play, a number of pockets of open spaces and a network of pedestrian and cycle routes that will link to Shenfield and the rail station to optimise use of the new Elizabeth Line service"*.

- 5.4 The DF is an important document as it ensures that there is an overall strategy for the future development of the site, that all 4 developers need to abide to. Matters such as land use, landscape, ecology, connectivity within the site and with the wider area (pedestrian, cycle and vehicular), flood mitigation, impact on traffic, have all been looked at holistically: not only does the DF set out development principles, but it also defines the location of key internal roads, connections between parcels, areas of public open space and play areas (among other things) and includes a design code applicable to each character area.
- 5.5 Specifically, the DF provides overarching guidance on the following:
- Nature
    - Green and Blue Infrastructure
    - Ecology and Biodiversity
    - Flood mitigation and Sustainable Urban Drainage (SuDS)
    - SuDS, public open space and play areas
  - Public Spaces
    - Overall Strategy
    - Open Space
    - Play Areas
  - Connectivity
    - Public Transport Plan
    - Pedestrian and Cycle Links
    - Vehicular Movement Plan
    - Car Parking
  - Identity / Character Areas
    - Urban Edge
    - Green Street (Boulevard Streets Character)
    - Green Street (Mews Streets Character)
    - Green Edge (Woodland Edge Character)
    - Green Edge (The Lanes Character)
  - Built Form
  - Land Uses
    - Housing
    - School
    - Employment / Care Home
  - Sustainability
  - Delivery and Phasing
- 5.6 The approach adopted in the DF guarantees that the individual applications, if approved, will not result in piecemeal development, but in a well-coordinated urban extension, where cumulative impacts are understood and addressed. The components of the DF reflect the requirements set out in LP Policy R03.
- 5.7 The DF also includes a very detailed analysis of the local context, that was used to inform the overall layout and design principles for the allocated site, as well as for the individual planning applications.

- 5.8 BBC officers and technical consultees were engaged at length throughout the production of the DF. BBC officers have confirmed that the document is acceptable to guide and inform the planning applications for the allocated site.
- 5.9 With regards to the Croudace parcel, the DF expects it to deliver a residential development (subject to this planning application) and a safeguarded school site (part of the hybrid scheme). No other land uses were identified as being required within this parcel of the allocated site.
- 5.10 The DF does not include retail uses or community facilities in addition to the ones set out in LP paragraph 9.103, as these are not required by LP Policy R03.

## **6. Relevant History**

- 6.1 There is no planning history available for the site.

## **7. Neighbour Responses**

- 7.1 346 neighbour consultation letters were issued, site notices erected around the site and surrounding areas and an advertisement was published in the Brentwood Gazette. 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/>
- 7.2 At the time of writing this report, 56 responses have been received for this application, including 1 in support, 46 objections, and 9 representatives. Some residents submitted more than one objection.
- 7.3 They are summarised as follows:
- Too many properties (overdevelopment).
  - Proposal will add pressure on local road system, the road within the development will become a rat-run.
  - Pressure on healthcare.
  - Lack of cohesive approach on development of the allocated site, with no possibility of assessing the cumulative impact. A comprehensive masterplan should be produced.
  - Lack of community facilities, wellness facilities or local shops.
  - The proposal deviates significantly from Local Plan.
  - Impact on local biodiversity. The application fails to meet biodiversity targets.
  - Impact of closing Alexander Lane: pick up / drop off of pupils of Shenfield High School and increase in traffic along Oliver Road.
  - Ongoing dispute over boundary with Chelmsford Road properties.
  - Existing bus services insufficient.

- Risk that the school will not be delivered.
- Proposed PROW re-routing is inconvenient.
- Impact on existing sewers and electricity infrastructure.
- There are other brownfield sites suitable for development.
- Implications of development on land subject to flooding.
- The proposal will devalue existing properties.
- Levels of crime will increase.
- No care home delivered on this site.
- The development will be built on Green Belt land.
- Non-compliance with the LP's employment land allocation.
- The application fails to meet biodiversity targets.
- Concerns about site design, including proposed three-storey houses and narrow roads.
- Absence of adequate provision for electric vehicle charging points.

7.4 Although the majority of the above concerns have been addressed throughout the report, below is a summary of the responses:

- The proposed development is in line with Local Plan policies and the DF. It is allocated for housing and is not in the Green belt. The proposal is informed by the DF, which ensures a cohesive approach to the development of the allocated site.
- The care home will be delivered within the Countryside parcel of the allocated site (ref. 24/00051/FUL).
- Under the DF, this parcel of land is not required to deliver employment uses.
- The Croudace parcel will deliver fewer units than originally envisaged due to the presence of the CDA and part of the site being within Flood Zones 2 and 3.
- No houses are located within the area designated as CDA or Flood Zone 2 and 3. The proposed flood and drainage strategies are supported by the Environment Agency and the Local Lead Flood Authority (ECC SuDS).
- The impact on existing sewers and electricity infrastructure is not a planning consideration. Should this planning application be approved, the applicant will liaise with relevant authorities and providers. Nonetheless, Anglian Water confirmed that, at present, their sewerage system has available capacity for the anticipated flows.
- The proposal has been reviewed by the Highways Authority and National Highways, who raised no objections. The Transport Assessment demonstrates that the cumulative impact of the R03 schemes will not have an adverse effect on the local road system. The internal road system has been designed to avoid becoming a rat-run.
- The diversion of Alexander Lane is a policy requirement, its impact has been taken into account in the Transport Assessment. The Highways Authority has raised no concerns about this aspect of the proposal.

- If approved, the proposal will need to pay a contribution towards improving the existing bus service, and towards creating a new service linking the allocated site to Shenfield railway station.
- The proposed PROW re-routing is being determined by the ECC PROW team. It has been designed to cover a desirable route from Arnold's Wood to the proposed area of public open space, where a play area will also be delivered, providing safe and easy access to the proposed facilities for existing and future residents. The new route will also ease the pressure on the ancient woodland, which is supported by the Tree and Ecology Officer.
- The safeguarded school site is not part of this planning application. The school is a requirement of the education authority, ECC, who will confirm in due course whether the school is required or not.
- No community facilities (apart from the school), wellness facilities or local shops are required by LP Policy R03.
- If approved, the proposal will need to pay a contribution towards local healthcare facilities, as requested by the NHS.
- The proposal retains the existing features of ecological value, and delivers significant net biodiversity gains, well above local and national requirements.
- The proposal has been designed taking into account 'secure by design' principles. Should the application be approved, the applicant is encouraged to liaise with Essex Police and apply for the relevant Secured by Design accreditation.
- The proposed design is supported by BBC Officers and Place Services, further to lengthy discussions and a high number of revisions to achieve a high quality, sustainable urban extension.
- All units will be provided with active electric vehicle charging points.
- The matter of property values is not a planning consideration.

7.5 The applicant addressed the boundary dispute in a letter dated 5 January 2024, confirming that they have taken the view that, whilst not accepting any claim by residents, they will not include any of the disputed land within the red line. Hence, the red line area is solely within the control of the applicant. It is also important to note that this matter, although raised in neighbours' responses, is not relevant to the determination of this planning application.

7.6 The application is accompanied by a Statement of Community Involvement (SCI), which provides detail on the public consultation exercise carried out by the applicant prior to the submission of the application.

## **8. Consultation Responses**

8.1 Detailed below is a summary of the consultation responses.. 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/>.

- **Place Services**

Thank you for re-consulting us on the Hybrid application for the above proposed development. Our response follows previous consultation letters written on 12th April and 16th November 2023 and pre-application consultation letters on 9th March, 26th July 2023 and 22nd May 2024.

The architecture of the most prominent character areas is positive, and where house types have been adapted by the architects to be contemporary, these have become exemplary. Subject to the resolving the below issues, we would be prepared to support the scheme.

- Confirmation of secured gated access to overcoming safety and security issues.
- More detail around the school plaza landscaping to provide increased definition.
- Addition of plots to provide active frontage and overlook the path and tree belt between plots 173 and 180.
- Removal of single aspect apartments to block C.
- Confirmation that all windows will be aligned.
- Revision of house type S4028M Variant 5 to introduce active frontage on the first floor and to produce a well-balanced elevation on the gable.
- Revision of house type G4031M to produce a less dominant porch and full height render or weatherboard.
- Revision of the DAS to bring it up to date.

- **Planning Policy**

#### FIRST RESPONSE

##### Infrastructure contributions

Part 4 of Policy R03 sets out the identified key pieces of site-specific infrastructure required to support the development of allocation R03, making its development acceptable in planning terms. Additionally, the relevant infrastructure requiring contributions from allocation R03 are listed in the IDP Part B. As set out within Chapter 15 of the IDP in apportioning costs to developers; costs will be apportioned based on the level of impact or generated demand e.g., the number of houses delivered, or additional trips generated. Contributions should also be equitable between developers, in proportion to their level of impact or generated demand. Based on the Council's apportionment methodology, the estimated costs to be requested from the Croudace parcel of allocation R03 have been provided.

With regards to contributions to M25 Junction 28 & 29 and A12 J12 (IDP ref T28, T29 and T31), National Highways should be consulted to provide more detailed comments on the potential impacts of development on the highways network which will determine the level of contributions.

As part of the detailed consideration, there may be additional specific requirements towards off-site highway infrastructure improvements to mitigate the impacts from

development to an acceptable level; however, Essex County Council as the Local Highways Authority would be more appropriate to advise should that be the case.  
Policy HP05: Affordable Housing

There is a significant need for affordable housing in the borough as evidenced in the Council's SHMA which supports an affordable housing target of 35% on major developments. It's noted the application provides a policy compliant 35% affordable housing, this provision is welcomed.

With acknowledgement of paragraph 6.40 of the Local Plan:

"The Council encourages applicants to work with registered providers and to engage with them and the Council's housing department at an early stage in the planning process, further guidance on early engagement and preferred partner registered providers is provided in the Housing Strategy."

It's noted the proposed affordable housing mix broadly accords with the SHMA 2022 and the proposed tenure split is policy compliant being 86% affordable rent and 14% shared ownership. However, there is a further policy requirement that the "type, mix and size of the affordable homes will meet the identified housing need as reported by the Council's most up-to-date housing evidence". Informed by the latest evidence from the Council's Housing Register, the Council's Housing Team have identified a greater need for larger affordable rented homes within this location.

To seek to reflect the latest identified local housing need, it's requested the applicant reconsider the tenure split and the number of larger rented affordable housing units offered; with the aim of decreasing the number of 1 bed affordable rent (which recent market indicators show RP's may be reluctant to take on) and increasing the number of 3 or 4 bed rental units. To accommodate this shift, driven by up to date local needs data, a degree of flexibility on the tenure split can be offered.

Note on CIL and Policy MG05: Developer Contributions

The infrastructure items are set out in the Council's IDP Schedule. Information on the indicative phasing, costing, delivery mechanism, priority ranking, and relevant site allocations of identified infrastructure can also be found in this Schedule.

The items are either identified as priority 1 or 2 in the IDP Schedule meaning they are considered critical, essential or necessary to mitigate the impacts arising from development or site-specific objectives. We therefore require those items to be provided directly or secured via S106.

CIL is a general levy on all development, payable on a pound per metre square basis (of net new development) as set out in the charging schedule and subject to a number of exemptions. The receipts can be applied to provide infrastructure not related to the particular development making the payments. CIL is designed to raise funds for infrastructure needed generally as a result of an increase in development in an area. As demonstrated through the CIL Examination (August 2023), CIL will contribute towards the



funding of the shortfall identified in the Council's IDP. In Brentwood Borough new major development will therefore be expected to pay the CIL and make payments under S106 obligations.

## **SECOND RESPONSE**

The proposed changes respond to the Policy Teams request for the applicant to reconsider the tenure split and the number of larger rented affordable housing units offered. It is accepted that to facilitate this revision (driven by up to date needs data from the Housing Register) a degree of flexibility on the tenure split can be justified in this circumstance. Subject to the Housing Teams final comments, we are supportive of the below affordable housing offer and the provision of a policy compliant 35% affordable housing delivered on site.

The estimated costs to be requested from the Croudace parcel of allocation R03 have also been updated.

- **Housing Manager**

Following on from the discussions between the applicant, the planning consultant, planning policy team and the housing team. The applicant has responded to the requests of the housing team and brought the mix of affordable housing more in line with housing need as requested. The applicant is fully compliant in providing 35% affordable housing on the site but, in order to reduce the number of smaller one bed units it has been agreed, in consultation with the policy team, that the tenure mix can be adjusted. The Housing team are supportive to this approach. The applicant has also responded to the request to avoid clustering and, where possible, this has been achieved. We are happy to support the higher clustering in the apartment blocks where this is unavoidable and, from a management perspective, would be much more acceptable to a Registered Provider.

- **Tree / Landscape / Ecology**

## **FIRST RESPONSE**

### **Ecology**

The site is predominately former arable farmland and therefore has a generally restricted ecology. The most significant features are Arnolds Wood the tree belt to the west of it, some of the hedgerows and the veteran tree.

Arnold's Wood, an ancient woodland Local Wildlife Site, forms the eastern site boundary. The layout has been designed to secure a minimum 15m buffer to the site in accordance with national guidance. The proposal to realign the public footpath would be beneficial as it would move part of the footpath outside the buffer. If it were retained on the definitive route it could require trees and shrubs that now form an important woodland edge habitat to be cut back.

The External Lighting Strategy illustrates that street lighting has been designed to avoid sensitive ecological features such as the ancient woodland and Oak Walk (Zone 2) tree line.

An initial Biodiversity Net Gain calculation has been undertaken. This shows a predicted gain of habitat units of 16.33%, watercourse units gain of 22.35% which exceed the 10% target set out in the Environment Act 2021 (although BNG is not yet a mandatory

requirement). Hedgerows however are currently predicting only a 0.49% gain. Following discussions with the applicant there could be scope to increase this figure by creating more hedges.

To enable a more accurate review of the BNG calculation I request that the applicant provides the full current metric spreadsheet as it is not possible to read all the columns that have been provided in the report.

The Outline Woodland Management Strategy describes the current condition of the woodland. It is typical of most local ancient woods, being primarily hornbeam coppice with oak standards. Lack of management over several decades means that there is little understorey or ground flora. The strategy recommends that recreational use is managed rather than trying to prevent access to the wood. This is considered the best approach for this wood given its long history of de facto access.

It is noted that this is an outline strategy and a detailed plan would be required. There is a mention of coppicing in Objectives; however I would wish to see a commitment in the full plan to reintroducing coppicing as this is effective in promoting natural regeneration and ground flora as it removes excessive shading and also reduces the risk of old coppice stools collapsing.

Given the scale of the development I would require a Construction Environmental Management Plan to be produced to ensure all the ecological and arboricultural protection measures are followed. This can be secured by condition.

Landscape and visual impact

An LVIA prepared in accordance with the Guidelines for Landscape and Visual Impact Assessment 3rd Edition, which is up to date good practice.

The LVIA concludes that while there would be significant effect on landscape character within the site due to the proposed development, this would be localised and contained. This conclusion is considered appropriate.

The visual assessment concluded that the site had a localised visual envelope due to topography and existing vegetation and development screening views. The most significant effects would be experienced by residents on Chelmsford Road backing directly onto the site. Visual effects from other viewpoints were not assessed as being significant. These conclusions are considered appropriate.

Landscape Strategy

The strategy has sought to create a significant area of open space with associated NEAP, flood attenuation and cycle and pedestrian access. This should result in a meaningful, attractive space that is proportionate to the scale of the development. This should help manage visitor pressure on Arnolds Wood.

The School Plaza should create a large-scale focal point close to the entrance of the development. The large buffer around the veteran Oak with a new tree planted as a future replacement is welcome. The hard landscaped areas should help guide pedestrians towards the school. As there are no details yet for the school it is accepted that some of the details, particularly relating to the eastern boundary with the school may need refinement; however I would not wish to see significant changes to the overall approach.

The proposed boardwalk feature in the northeast corner adjacent to the wood should help create a more attractive pedestrian entrance to the development.

The detailed planting strategy proposes a diverse mix of trees and shrubs. As well as providing visual interest they will increase resilience to the effects of climate change and

plant diseases. The details of the hard landscape elements are considered appropriate for the development.

#### Conclusion

Overall it is considered that the scheme is broadly acceptable on ecological and landscape grounds; however I do wish to see the full BNG metric spreadsheet to allow a detailed assessment of this. If the scheme is permitted I would require a full Woodland Management Plan be conditioned. The landscape scheme contains enough details not to require a landscape condition, unless there are any significant changes to the scheme to take account of other consultee responses. A CEMP is also required.

#### SECOND RESPONSE

Further to my consultation response of 13<sup>th</sup> November 2023, I wish to make the additional comments.

#### Lighting Strategy

The lighting strategy has been developed in consultation with the project ecologists. Specific avoidance and mitigation measures include the use of 3000K warm white colour temperature lighting, avoidance of lighting in private areas, selecting lighting optics to avoid light spill and the use of back light shields. The lighting plans provided in Appendix B provide the lux contour lines. These show minimal lighting being provided close to Arnolds Wood and other treed boundaries. There is some light spill into the open space as a result of the highway lighting at the site entrance; however most of the area would not be impacted.

Based on the information provided I am satisfied that the external lighting would not have any significant adverse effects on bats or other wildlife.

#### Landscape and Biodiversity Management Strategy

The document sets out the long-term management objectives for the various areas within the site and provides maintenance recommendations for ensuring the successful establishment and development of each element. The Strategy is considered to be appropriate for the scheme.

#### Arnolds Wood Outline Management Plan

Arnold's Wood, an ancient woodland Local Wildlife Site, forms the eastern site boundary. The Outline Woodland Management Strategy describes the current condition of the woodland. It is typical of most local ancient woods, being primarily hornbeam coppice with oak standards. Lack of management over several decades means that there is little understorey or ground flora. The strategy recommends that recreational use is managed rather than trying to prevent access to the wood. This is considered the best approach for this wood given its long history of de facto access.

It is noted that this is an outline strategy and a detailed plan would be required. There is a mention of coppicing in Objectives; however I would wish to see a commitment in the full plan to reintroducing coppicing as this is effective in promoting natural regeneration and ground flora as it removes excessive shading and also reduces the risk of old coppice stools collapsing.

#### THIRD RESPONSE

An updated BNG calculation has been submitted which shows the scheme resulting in a net gain in

- habitat – 24.04
- hedgerows – 13.19%

- watercourses – 22.19%

I have reviewed the metric and assessment report and consider the assumptions to be appropriate. Based on this calculation the scheme would achieve in excess of the 10% net gain required by the Environment Act 2021.

The details of the proposed habitat creation and enhancement measures are included on the amended BNG Plan.

The scheme previously did not achieve a 10% gain for hedgerows; however there have been amendments made to the mix of hedge and scrub which ensure these gains are achieved. The Soft Landscape Plan and Landscape and Biodiversity Management Strategy have been updated to include these changes.

I am happy that sufficient information has been provided regarding BNG provision being delivered as part of the scheme.

- **Environmental Health Manager**

I have reviewed the Air Quality and the Noise and Vibration assessments provided by the applicant. I am satisfied that the Air Quality Objectives will not be likely to be exceeded at the site as a result of the proposed development and that the effects on air quality from site generated construction as a result of dust etc. can be managed to acceptable levels provided that the mitigation measures indicated in section 7.0 are implemented.

I would suggest that the proposed dust mitigation measures are incorporated into a Construction Environmental Management Plan to be submitted and agreed by condition. The noise and vibration assessment report indicates that noise exposure to proposed residents from the existing road and rail traffic noise sources adjacent to the site can be controlled to acceptable levels with the use of appropriate window design to enable compliance with usual internal noise standards. This can be achieved using the specifications proposed in Table 4.2 of the report submitted and this can be controlled by condition. Depending on the locations and facades affected this will either require installation of glazing and ventilation schemes to meet the 'low' or 'medium' specifications indicated in the Table. In some areas affected by rail noise alternative means of background ventilation will be necessary and will need to be installed, this can again be dealt with by condition.

Noise levels in external areas can be controlled by the use of 1.8m timber fences to the private gardens and the external areas for the proposed school will also be satisfactory, with the school building itself providing additional noise mitigation to part of the school site to reduce noise levels for outdoor teaching activities.

The effects of vibration on the proposed development is not considered to be likely to cause adverse effects and therefore there are no measures proposed or required to deal with this aspect.

In conclusion it would appear that subject to the proposed mitigation measures for construction dust management and the specification for window and ventilation design that the site would be considered suitable for the proposed development.

The required measures for air quality and noise exposure can be appropriately controlled by the use of planning conditions as indicated. If needed suitable conditions can be drafted and the above comments included in a more formal response format, please advise if this is required at this stage.

- **Public Health Officer**

At the time the HIA document was submitted the group could only comment on the information provided. As long as these have been addressed through the application package, then the group will not need to be reconsulted. The only items that would need possible further input is if the concerns had not been addressed through the application process.

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

- The documents submitted with the planning application have been duly considered and a number of site visits have been carried out. It is noted that the site is included in Brentwood Borough Council's adopted Local Plan of March 2022 (Site R03).
- The proposals entail the provision of a site access on the A1023 Chelmsford Road via a new roundabout which fully complies with modern highway standards. There is an additional access from the south via a realigned Alexander Lane. Both have been satisfactorily safety-audited.
- The proposals' parking provision falls marginally below the level to fully comply with Brentwood's adopted standards. However, Brentwood Borough Council, in their role as the parking authority, have indicated their wish to reduce carbon emissions and have not insisted on the full provision. The Highway Authority is prepared to accept this on the condition that, should any issues with parking on the highway outside the site arise post-development, the applicant should fund the cost of a Traffic Regulation Order to restrict such practice and thus ensure the future safety of all highway users.
- The proposals include good pedestrian, cycling and public transport facilities which will help to link the site to Shenfield and the local area and should help to restrict private car trips in the immediate area.
- A detailed Transport Assessment and a number of subsequent technical notes to answer questions and issues raised by the Highway Authority have been submitted by the applicant. Along with National Highways and Brentwood's own transport consultants who have also reviewed the impact of the development, we have now been satisfied that the proposals can be accommodated without a severe impact on the safety and efficiency of the local highway network, which is the NPPF criteria for refusing an application on highway grounds.
- Therefore, from a highway and transportation perspective, the impact of the proposal is acceptable to the Highway Authority subject to the following requirements (conditions provided).

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

Referring to the consultation on a planning application dated 9th January 2024 referenced above, in the vicinity of the A12 that forms part of the Strategic Road Network, notice is

hereby given that National Highways' formal recommendation is that we recommend that conditions should be attached to any planning permission that may be granted.

It should be noted that this site forms part of a larger area allocated in the Local Plan and consequently it will need to be considered in that context and the overall need to provide mitigation for the whole of the local plan sites. The local plan identified that cumulatively the identified sites required the A12 J12 to be converted to signal control, although it is accepted this development on its own does not require this. The planning committee are advised to seek an appropriate contribution from this development towards this scheme.

The following condition is recommended:

No part of the development hereby approved shall be brought into use unless and until the Travel Plan has been approved in writing by the Local Planning Authority who shall consult with Essex County Council as Highways Authority.

The Travel Plan shall be in line with prevailing policy and best practice and shall as a minimum include:-

- The identification of targets for trip reduction and modal Shift
- The methods employed to meet these targets
- The mechanisms for monitoring and review
- The mechanisms and review
- The penalties to be applied in the event that targets are not met
- The mechanisms for mitigation
- Implementation of the travel plan to an agreed timescale or timetable and its operation thereafter
- Mechanisms to secure variations to the Travel plan following monitoring and reviews

Reason:

To ensure that the A12 continues to serve its purpose as a part of a national system for through traffic in accordance with Section 10 of the Highways Act 1980, and to satisfy the reasonable

- **Essex County Council (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 based on 4 conditions.

- **Environment Agency**

Thank you for all previous correspondence we've had regarding this application. We are removing our objection to the application and recommend that the following conditions are included in your decision. As per the National Planning Policy Framework, we would object to the application without these conditions included.

As stated in our previous response referenced AE/2023/128907/03 and dated 28 May 2024, the modelling undertaken was for the most part acceptable – although we did highlight that there were still some outstanding issues still to be addressed.

However, we deem it possible that these outstanding issues could be conditioned to ensure that both the modelling and flood risk assessment are completed to an acceptable standard before any works on the site commence.

- **Mid & South Essex Health Care**

The development would have an impact on healthcare provision in the area where there is already a deficit of primary care facilities. If unmitigated, the development would be unsustainable. Planning obligations could be used to secure contributions to mitigate these impacts and make an otherwise unacceptable development acceptable in relation to healthcare provision.

The ICS therefore requests that the sum of £170,700 be secured through a planning obligation in the form of a S106 agreement is linked to any grant of planning permission in order to increase capacity for the benefit of patients of the Primary Care Network operating in the area. This may be achieved through any combination of extension, reconfiguration or relocation of premises.

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

Thank you for reconsulting Essex County Council (ECC) on the above planning applications. ECC provided an initial corporate response on 20 December 2023, and an updated corporate response on 9th February 2024.

Since then, ECC has been engaging with Brentwood Borough Council (BCC) colleagues and the applicant on outstanding matters, specifically noise and mitigation. This response should be read in conjunction with ECC's initial responses.

#### Summary

ECC welcomes the opportunity to review and provide a final corporate response to the full and outline planning applications for Strategic Site R03 'Officer's Meadows'. We have considered the application material and identified matters for further consideration, with recommended amendments where appropriate.

ECC is prepared to support the planning applications as proposed, subject to the imposition of a condition(s) and s106 provision to mitigate the impact of noise on the school site.

#### Noise and Mitigation

It is understood that the noise levels across the site currently (without development) are identified to be between 55-60 dB(A). With the development, it is suggested that the school building, and the small residential development to the northwest of the application site (under BBC ref. 22/00453/FUL) would provide noise mitigation such that levels within the site are predicted to fall to 50-55 dB (A) to the south of the building form.

Currently there is however no guarantee as to the form the school building on this site will take or where this or they (if a separate building is proposed for the Early Years provision) may be positioned. That said, it is recognised the access points will be fixed by the full

planning application for the residential development (ref. 23/01164/FUL), and it is considered, without prejudice, likely that at least part of a building will run parallel to the northwestern boundary. In addition, based on the current baseline designs for schools issued by the Education and Skills Funding Agency, which have been produced to demonstrate good practice that can be achieved within the set costs and area allowances, the classrooms would face out towards this boundary, together with an element of designated outdoor teaching space. These classrooms would not benefit from any noise attenuation afforded by the school building itself; and as such without specific mitigation it is unlikely that these would meet the levels advocated in guidance to the point that the quality of these areas for teaching would be compromised.

Therefore, it is considered as part of any outline consent granted for the primary school that a condition should be imposed to ensure the school environment is appropriate and fit for purpose.

The wording of this condition is necessary for the outline application to set a baseline understanding of acceptability for the proposed use for both the internal and designated external teaching environments. The condition is relevant to both planning and the development and is necessary and reasonable in all other respects. Policies contained within the Brentwood Local Plan support mitigating the impact of potential nuisance, including noise, and they are also the levels advocated in nationally applied guidance as a maximums.

With this condition imposed, ECC also request that the s106 includes a requirement of a financial payment to cover the uplift in construction costs to comply with this condition. This is on the basis of the Noise Assessment Technical Note (dated 19th February 2024) submitted by applicant, that it considered likely that compliance would likely mean an enhanced building specification and noise mitigation/attenuation around some external areas.

ECC have calculated the cost for enhanced windows and mechanical interventions to address the acoustic requirements within the school will cost around £200,000. It should therefore form part of the Heads of Terms in BBC Officers report to Planning Committee stating a financial contribution of up to £200,000 towards noise mitigation is required to ensure the appropriate teaching environment within the new school is delivered. This would allow then further discussions between ECC, BBC and the applicant as to the exact wording, payment structure and drawback in due course, without causing any delay to the determination of the planning applications.

ECC is a key infrastructure and service provider with statutory responsibilities to ensure that the right infrastructure in this instance a new school is delivered in the right place at the right time to support new and existing communities. ECC has carefully considered the information submitted in support of the hybrid and outline planning applications, we are prepared to make this work subject to creating a quality learning environment for the school if we can reduce the level of noise.



ECC supports the planning applications subject to the imposition of the conditions and s106 provisions, as set out above.

- **Essex County Council (ECC) Environment and Green Infrastructure**

No objection.

- **Essex County Council (ECC) Employment and Skills**

Legal agreement to include a requirement or the preparation of an Employment and Skills Plan as per the Developers' Guide 2023.

- **Essex County Council (ECC) Minerals and Waste**

No objection subject to condition requesting a Minerals Supply Audit, on the basis of the recycling of construction materials on site.

- **Essex County Council (ECC) Climate and Planning Unit (CaPU)**

No objection subject to conditions.

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

As attested by the submitted archaeological desk-based assessment and the Essex Historic Environment Record (EHER), the proposed development site has the potential to contain archaeological remains. The site is located to the south of the main Roman road (EHER 5428) between Chelmsford and London (the modern-day Chelmsford Road). It is also located to the north-east of the historic core of Brentwood (EHER 525), and to the south-west of the settlement of Mountnessing (EHER 1353) both of which have medieval origins.

Roman roads often have contemporary field systems, settlement activity and cemeteries located within their proximity, and similar remains may be present on this site. Additionally, extramural settlement evidence related to the nearby medieval towns of Brentwood and Mountnessing could survive within the development area. Any archaeological features or deposits present on the site are likely to be negatively impacted by the groundworks associated with the development.

Accordingly, this office recommends that 5 conditions are applied to any consent, in line with National Planning Policy Framework, paragraph 205 and the Brentwood Local Plan policy BE16.

- **Historic England**

Historic England provides advice when our engagement can add most value. In this case we are not offering advice. This should not be interpreted as comment on the merits of the application.

We suggest that you seek the views of your specialist conservation and archaeological advisers. You may also find it helpful to refer to our published advice at <https://historicengland.org.uk/advice/find/>

- **Sport England**

I am writing to confirm that Sport England's objection set out in our response dated 1st November 2023 to the above objection is withdrawn subject to the financial contributions

to outdoor and indoor sports facilities recommended in our email dated 1st July 2024 being secured through a planning obligation if the application is approved. The contributions will need to be ring fenced for the relevant sports facility types and index linked. The planning obligation will also need to detail the potential projects that the contributions will be used towards.

- **Natural England**

Natural England has no specific comments to make on this proposal or issue.

- **Essex Badger Protection Group**

On the basis of an assurance that SES reviewed the site for badgers on 14<sup>th</sup> July 2023, and subsequently during dormouse surveys, and confirmed their absence from the site, I am happy to remove my holding objection for this proposal.

However, in view of the setts recorded by the Essex Badger Protection Group in the wider area, I still recommend that a number of mitigation measures are included by way of condition on any planning approval given.

#### **SECOND CONSULTATION**

We would strongly recommend the following:

- An updated commentary from the applicant or ecologist to better explain the badger mitigation plan and why other options are not being pursued in line with Badger Trust Guidance.
- Proposed Badger Construction Safeguards to be enforced by way of condition to any ultimate planning approval, with the following additions -
- All site personnel to be fully briefed concerning the presence of badgers on site and the mitigation measures to be followed.
- Retained Badger Setts to be surrounded by a clearly marked exclusion zone extending 20m from the sett. No site personnel are to enter the exclusion zone and no site materials are to be stored within it.
- Adherence to these measures to be confirmed to planners at regular intervals by the project ecologist.
- No additional badger setts are to be closed under licence without the prior permission of the Local Planning Authority and without the submission of a further badger survey by way of explanation.

- **Essex Wildlife Trust**

Essex Wildlife Trust initially issued an objection in November 2023 that reads the following:

“I have examined the Biodiversity Net Gain Assessment (Aspect Ecology) and can confirm that our position will be one of objection. This is due to the trading rules for hedgerows in the Defra Metric not being satisfied.”

It is noted that this objection concerns Biodiversity Net Gain (BNG). While developers are encouraged to meet BNG targets, it is not a mandatory requirement for Croudace, as this application was submitted before the mandatory BNG requirement came into effect.

Additionally, the BBC's Ecology & Landscape Officer provided the following comments in November 2023 in response to this matter.

"EWT identified two issues in its objection which related to hedges and impacts on protected species.

The first relates to trading rules within the BNG calculation not being met as the net gain for hedgerows was 0.49%. This is a matter that I have raised with the applicant and they are reviewing whether it is possible to create more hedgerow, although this would result in less scrub be available for dormouse mitigation.

It is important to remember that while developers are being encouraged to meet BNG targets, it is not yet a mandatory requirement. I will draw your attention to the High Court judgement of 16th November 2023, NRS Saredon Aggregates Ltd V Secretary of State for Levelling Up, Housing and Communities and Anor [2023 EWHC 2795 (Admin)] where an Appeal hearing was dismissed as the Inspector had considered BNG in his decision as if it were already mandatory. Based on this ruling it is clear that without specific local planning policies requiring a specific level of net gain, it is not possible to refuse an application based on failure to meet 10% BNG in advance of the legislation becoming mandatory. Currently this is anticipated that BNG will become mandatory in January 2024 and it is expected to apply only to applications validated after that date.

There are 6 sections of hedgerow identified on site, with all but H4 meeting the criteria to be assessed as 'important'. These total 1350m in length of which 770m would be retained.

H1 & H4 would be fully retained. H5 beside Chelmsford Road which measures 160m would require removal to create the main site entrance. Impacts to H1 and H3 would be limited to creating a pedestrian and a vehicular access respectively. H6 which is an 80m section of hedge to the rear of the proposed parking area for apartment block at the site entrance would be impacted.

The BNG metric suggests 822m of new species-rich native hedgerow would be created. With the retained hedge this would result in a total of 1592m of hedgerow on site compared to the existing 1350m; however the loss of good quality habitat and the risk and time required to create hedges of a similar quality means that overall net gain calculation is only 0.49%.

The surveys identified a small population of dormice in an area of dense scrub within the proposed school site which unfortunately would require removal under a European Protected Species licence. The mitigation strategy proposed new scrub and woodland creation to provide new appropriate habitat.

The scheme manages to avoid significant impacts on bat roosts and commuting features and measures such as the proposed external lighting strategy should minimise effects.

On balance it is considered that there is a robust mitigation strategy to address the loss of hedges and habitat for dormice. It could be possible to increase the amount of hedgerow but this could result in less scrub which is also suitable dormouse habitat.”

Therefore, in consideration of the above comments, the officer considers this objection does not hold any weight. Essex Wildlife Trust was consulted during the second consultation in March 2024 and has not provided any additional responses.

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

No response received.

- **Essex Police**

Comments were made on:

- Physical Security and Access control
- Electrical Vehicle Charging
- Landscape plan
- School drop-off/pick up plan

- **Essex County Fire & Rescue Service**

The proposal does not appear to affect Fire Service access to existing premises in the vicinity and therefore in compliance with Clause 13 (1)(b) of The Act. Fire Service access to all relevant areas of the development will be expected to be in full compliance with the requirements of the Building Regulations, Approved Document “B” Fire Safety Volumes 1 & 2 Sections B5 (and so address Clause 13 (1)(a) of The Act). Should the application be successful additional water supplies / fire hydrants for firefighting purposes will be required for this development. 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.

- **Anglian Water**

There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Anglian Water would ask that informatives be included within your Notice should permission be granted.

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

"This response has been based on the following submitted documents: FRA and Drainage Strategy Rev P02 September 2023. The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network, they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection.

From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments in the suitability of the surface water management.

- **Affinity Water**

Affinity Water has no comments to make regarding planning application 23/01164/FUL.

- **Essex & Suffolk Water**

No response received.

- **Thames Water Development Planning**

Thank you for consulting Thames Water on this planning application. Having reviewed the details, we have no comments to make because this does not fall within Thames Water area.

- **UK Power Networks**

UK Power Networks typically only reply to planning applications when they have an objection or wish to offer advice. As is allowed, where no response is sent, please assume we have nothing to say.

- **National Grid**

No response received.

- **Cadent Gas**

We have no objection to this proposal from a planning perspective, informative note required.

## 9. **Summary of Issues**

### **Consideration of the proposal**

9.1 The starting point for determining a planning application is the current development plan, which is the Brentwood LP 2022. Planning legislation states that applications must be determined in accordance with the relevant development plan policies unless material considerations indicate otherwise. Additional policies, as relevant material considerations for determining this application, are the NPPF and the PPG. Although individual policies in the LP should not be read in isolation, the adopted plan contains policies of particular relevance to this proposal, which are listed in section 3 of this report.

9.2 As already explained, the DF is a material consideration in the determination of this planning application.

### **Principle of development**

9.3 The principle of residential development in this location is acceptable and is in line with LP Policy R03 (Land north of Shenfield) and the DF, which identifies this parcel of land as suitable for residential development.

- 9.4 The following sections explore how the various components of the proposed development meet the detailed requirements of LP Policy R03 and of other local and national policies.
- 9.5 The principles of the DF are also addressed, as the document provides overarching guidance for all the R03 applications and reflects the requirements of LP Policy R03.

### **Layout and massing**

- 9.6 The layout and massing of the proposed development closely follow the DF principles and character areas, and the expectations for this parcel of the allocated site as shown on the Indicative Built Form Strategy Plan of the DF, which were the result of extensive discussion with the case officer and technical consultees.
- 9.7 The layout has been informed by a number of significant constraints:
- The location of the school, which was identified as the most suitable further to analysis undertaken ahead of the Examination in Public for the LP.
  - The presence of the CDA crossing the centre of the site from east to west, and of Flood Zones 2 and 3 that partially overlap the CDA.
  - The requirement to provide two entrances into the site, from Chelmsford Road and Alexander Lane, as per LP Policy R03.
  - The requirement to divert the southern section of Alexander Lane into the site, to allow the conversion of the northern section of this road into a quiet lane for pedestrians and cyclist, linked with Chelmsford Road, as per Policy R03.
  - The presence of a veteran tree (English Oak) in proximity to the Chelmsford Road entrance.
  - The presence of Arnold Wood to the east, which is approximately 10 to 12m high (equivalent to a 3 to 4 storey building) and requires a 15m buffer.
  - The presence of the following trees and tree belts that need to be preserved and embedded into the development proposal:
    - A north/south tree belt within the northern field, to the east.
    - An east/west tree belt connecting Arnold's Wood to the north/south tree belt.
    - Category A trees within the northern field.
    - Boundary trees along the northern edge of the site, and to the east and west of the southern field.
    - Boundary trees along the southern edge of the site.
  - The PRoW along the eastern boundary cuts diagonally through the small eastern field and needs to be diverted (this is subject to a separate application being determined by the ECC PRoW team).
- 9.8 Taking into account the above fixed constraints, the proposed layout has been articulated around a primary road that crosses the site west to east (starting from the Chelmsford Road entrance) and north to south (starting from the Alexander

Lane entrance). From this, a network of secondary roads (mainly shared surfaces) and pedestrian and cycle links extend throughout the site, providing connections between residential blocks, extensive areas of public open space, attenuation basins, play areas and retained tree belts.

- 9.9 In line with the DF, the areas towards the centre of the site are higher density, being surrounded predominantly by buildings and defined by the primary road. Areas towards the development edges are lower density and form a 'green edge' to the development.
- 9.10 The proposed layout is characterised by six key components, as illustrated in Figure 3 below.

**Figure 3 – Extract from the Design and Access Statement, Design Areas Key Map**



### Western Gateway

- 9.11 During the officer review of the DF the Western Gateway was identified as a key location for the allocated site, as it defines the vehicular, cycle and pedestrian entrance into the R03 site for those travelling along Chelmsford Road. In line with LP Policy R03, the DF clearly states that the Western Gateway has potential for higher density and taller buildings, to create a sense of arrival, mark vistas and create definition in the urban fabric.
- 9.12 In accordance with the above requirements, it is proposed to deliver 3 and 2 storey buildings in this location, providing a strong continuous frontage to the eastern side

of the entrance: from the corner with Chelmsford Road, where a new roundabout will be located, into the Croudace site.

- 9.13 A 3-storey block of flats (Block A) acts as the focal point of the Western Gateway, delivering a way-finder building, assisting with legibility towards the new school. The formal terrace along the entrance road, at 3-storeys high, will complement the apartment block and guide residents and visitors into the site.
- 9.14 On the opposite side of the entrance, residents and visitors will be welcomed by a new parkland, a very generous area of public open space, which will include (among other things) a Neighbourhood Equipped Area for Play (NEAP), open grassland area for recreation and play, and a central wetland area with habitat enhancement.
- 9.15 This area of the site is defined as the Green Streets (Western Gateway) character area in the DF and reflects the requirements of this character area.

#### School Plaza Area

- 9.16 Past the Western Gateway, residents and visitors will enter the 'school plaza area', defined from the presence of the school site (subject to a separate outline application) and the veteran tree. Whilst these pose significant physical constraints to this section of the site, the trees presence had already been identified in the DF as an opportunity to create a 'community heart'.
- 9.17 In accordance with the DF, a multi-use large 'school plaza', measuring 530sqm, will front the school site and provide the following benefits:
- pedestrian access to the school;
  - a safe, enclosed area for children and parents to congregate during pick-up / drop-off times;
  - a meeting point for local residents, with potential to host small events and local markets.
- 9.18 The veteran tree, which bounds the plaza to the west, will be protected by a buffer area with retained and enhanced scrub vegetation, and an integrated seating and lighting system along its perimeter. An information board will be located at the edge of the buffer area to provide details about the protected tree and associated ecosystem.
- 9.19 The plaza will have a distinctive paving, to mark its role as the link between the school and the local community. A raised table crossing will connect the school to the parkland to the south. The raised table will contribute to slowing down of traffic and will be defined by large planters placed at the edge of the plaza, preventing children from running into the street. A green verge, running along the primary road, will act as an additional barrier increasing safety.



- 9.20 To the east of the plaza, it is proposed to locate 3-storey high terraced houses, which will ensure natural surveillance.
- 9.21 There are also high terraces on the western side of the veteran tree, and three blocks of flats (Blocks B, C and D) to the south of the raised table. At 3-storeys high, the terraces and blocks will provide a visual enclosure to this area of the site. Importantly, the blocks of flats will also provide natural surveillance over the raised table and over the parkland.
- 9.22 The proposed school plaza area conforms with the expectation for this area set out in the Indicative Built Form Strategic Plan and the Primary School section of the DF.

#### Primary Streets

- 9.23 These formal streets are lined by trees (green verges) and are defined as being part of the Green Streets (Boulevard Streets) character area in the DF. They are the main routes that connect the site's two entrances to the main places and uses in the development.
- 9.24 To underline the formality of these primary streets, the layout employs a symmetrical repetition of house types with side car parking to deliver a strong, regular frontage.
- 9.25 In line with the DF, the proposed buildings are mainly semi-detached and 2/2.5-storeys high, with two detached 3-storey buildings and one 3-storey block of flats (Block E) in key focal points.

#### Eastern Field and North-South Tree Belt

- 9.26 This area is located along Arnold's Wood, the existing north-south tree belt, and the existing east-west tree belt. It is identified as being part of the Green Edge (Woodland Edge) character area in the DF.
- 9.27 In accordance with the DF, it is less formal in its arrangement, less dense, with shared drives and 2-storey semi-detached and detached units with varied pitches and roofscapes. Overall, this area creates a more intimate setting in close proximity to the existing landscape.
- 9.28 The Eastern Field area includes an area of public open space to the south, with a Local Equipment Area for Play (LEAP) and a Local Area for Play (LAP). The diverted PRow also runs through this section of the layout, providing connectivity to the Redrow parcel to the north-east and the wider locality to the south.

### Northern Gateway

- 9.29 This area is directly adjacent to Arnold's Wood and is also part of the DF Green Edge character area.
- 9.30 It is characterised by an area of public open space to the north-east corner and a section of the PRow, providing direct access to the Redrow parcel to the north-east, and to the rest of the site to the south. A boardwalk allows pedestrians and cyclists to cross over the basin, giving the area a distinctive 'woodland feel'.
- 9.31 In accordance with the DF, the buildings within the Northern Gateway feature 2-storey semi-detached and detached units, sitting within an informal road layout with informal, organic landscaping to plot boundaries to front onto Arnold's Wood.

### Southern Gateway

- 9.32 The access into the site from Alexander Lane, the Southern Gateway, forms part of the Green Edge (The Lanes) character area and is traversed by the primary road (Green Streets (Boulevard Streets) character area). As a consequence, it is a multifaceted area comprising:
- 3-storey blocks of flats (Blocks F and G), one on either side of the Alexander Lane entrance, to signpost the entrance into the site.
  - A 2-storey block of flats (Block H) to the east of the entrance, providing a transition between the existing Alexander Lane buildings and the taller gateway entrance.
  - 2-storey buildings with green verges along the primary road, providing a formal, regular frontage.
- 9.33 The design approach to the Southern Gateway accords with the principles of the DF.

### Other areas

- 9.34 In accordance with the DF, the remaining areas fall within the Green Streets (Mews Street) to the north, east and west of the primary road, and the Green Edge (Woodland Edge) fronting the proposed area of public space to the south-east.
- 9.35 These character areas form the majority of the internal streets throughout the development, where shared surface streets provide an attractive and safe movement network, where pedestrians and cyclists will have priority over cars, with a less formal urban arrangement compared to the primary road.
- 9.36 In terms of housing types, these areas include semi-detached and detached 2-storey high dwellings, with the exception of 2.5-storey high semi-detached houses fronting the public open space to the south-east, providing a strong frontage and natural surveillance.

### Officers' Analysis

- 9.37 The site layout has been subject to extensive discussion and has reached a form that is supported by both BBC officers and Place Services.
- 9.38 The proposal comprises a variety of character areas, all in accordance with the DF, depending on their location, proximity to landscape features, and their function within the site and the wider allocation. Officers welcome the variation to the site layout, avoiding the risk of a monotonous and repetitive large urban development.
- 9.39 The layout has been designed to ensure that all routes are legible and usable for all members of the public, with clear connections between the key points of interest. All residents will live in close proximity to areas of public open space and will have easy access to play areas, which is supported. The connectivity of the proposal (internal and with the wider area) is analysed in the Connectivity section of this report.
- 9.40 A mini-roundabout has been placed at the intersection of the two primary roads, acting as a traffic calming measure and eliminating the need for traffic signals or stop signs, in turn increasing safety and allowing continuous traffic flow.
- 9.41 The inclusion of areas of public open space, play areas, pedestrian and cycle links result in a development that will be enjoyed by residents outside of the application boundary, ensuring that the R03 site is a sustainable urban extension, integrated within the community. If delivered by ECC, the primary school and early years facility will further facilitate this integration.
- 9.42 Place Services' Urban Design team commended various components of the scheme, such as the character of the Western Gateway, the frontage of Block A, the layout of the plots to the west of the school plaza and the plaza itself, as well as the connectivity across the site. They also highlighted how important it is that the spine street has been designed with a strong and coherent building line, to signify its place in the route hierarchy and to create legibility.
- 9.43 There are a small number of elements where Place Services would have preferred additional amendments, such as increased east-west connectivity or the three lines of tandem parking between dwellings to the west of the school plaza. However, Place Services confirmed that these points have been balanced by the overall quality of the layout and the benefits of the scheme, and that the proposal is therefore supported.
- 9.44 Overall, it is considered that the proposed layout is of very high quality, and that it will provide high living standards for future residents.
- 9.45 The proposed development will be delivered in phases, given the size of the site, in accordance with the Phasing Plan (ref. 988/000).

- 9.46 To conclude, the proposed development is in full compliance with LP Policies BE14 (Creating Successful Places), BE15 (Planning for Inclusive Communities) and R03 (Land North of Shenfield), subject to conditions about materials and details of the school plaza's landscape.

#### **Interaction with safeguarded school site**

- 9.47 As previously explained, the school site will be safeguarded by Essex County Council (ECC), the Education Authority, for 10 years. Should the need for a new primary school and early years facility be confirmed during this timeframe, ECC will deliver the school to their specification. Should ECC not require a new school, this parcel of land will be returned to the applicant.
- 9.48 The interaction between the proposed development and the safeguarded school site has been subject to extensive dialogue between BBC officers, ECC officers (including the Highways and Education teams) and the applicant.
- 9.49 No drop-off area has been provided, as requested by the Education Team, to facilitate school trips via sustainable transport modes. Should parents wish to utilise the visitors car parking spaces to the south-west of the school plaza (nos. V1 to V5 on the site layout), these are connected to the pedestrian and cycle route fronting the raised table opposite the school plaza, ensuring safe crossing to the school entrance.
- 9.50 The school will have its dedicated car parking area for staff and visitors within the safeguarded site.
- 9.51 There are a total of 3 entrances into the school site, details of which will form part of a future reserved matter application, should application ref. 23/01159/OUT be approved:
- The pedestrian entrance from the school plaza.
  - A vehicular entrance to the north-east of the mini-roundabout.
  - A maintenance access to the north of the layout.
- 9.52 The maintenance access for the school can be reached through a private driveway, by plots 101 to 105. Crossing through this driveway will be guaranteed by a provision in the legal agreement and also included in the Estate Management Strategy.
- 9.53 The Education Team confirmed that they have no objections to the proposed entrances.
- 9.54 The ECC Education Team requested that a double fence be erected to the back gardens of the units abutting the school site, along the southern and eastern boundaries. This is to avoid overlooking and potential noise issues, and also to

create a buffer area to facilitate maintenance of fences and trees when required. The fence along the school boundary (but immediately outside it) will be 2.4m high of welded mesh, in line with ECC Developers' Guide to Infrastructure Contributions. The fencing for the residential plots could be a lower timber fence (the Environmental Health Officer suggested 1.8m), details of which have been conditioned.

- 9.55 A number of mature trees are located immediately to the north of the safeguarded school site. In order to avoid root protection areas to be included within the school, the Education Team requested the creation of two buffer areas alongside the northern boundary, with a width ranging between 1.5 and 3m. The two aforementioned fences will be erected on either side of the buffer area. Only a minimal section of root protection areas will now be included in the school site, which has been deemed acceptable.
- 9.56 Access to the north-east buffer area will be through the school's maintenance access. Access to the south-west buffer area will be through the private drive-through of plots 31 to 33. This will also have the advantage of creating a welcome separation between the school site and the car parking spaces of plots 32 and 33.
- 9.57 It is noted that there is no direct access between the school plaza and the private drive serving plots 30 to 33, ensuring that no child could walk unsupervised along the drive or by the car parking spaces of these plots.
- 9.58 This aspect of the proposal is considered to be in full compliance with LP Policies BE14 (Creating Successful Places), BE15 (Planning for Inclusive Communities), PC11 (Education Facilities) and R03 (Land North of Shenfield), subject to condition requesting details of the proposed fencing along the safeguarded school site.

### **Connectivity and Public Right of Way**

- 9.59 The proposal is accompanied by a Proposed Permeability Plan (ref. 22.1643.209 rev.C) illustrating the connectivity within the site and with the wider area, including other sites within the R03 allocation.
- 9.60 The plan demonstrates that there is extensive pedestrian and cycle connectivity within the site, as required by LP Policy R03 and the DF. Dedicated pedestrian and cycle routes have been located along the primary roads, ensuring safe connections from and to the site entrances and the key components of the site: the safeguarded school site, the school plaza, the large parkland to the south of the school and the areas of public open space to the south. The pedestrian and cycle routes are 3.5m wide as per Essex standards, separated from the road by green verges for additional safety.
- 9.61 All the secondary roads are shared surfaces, which will accommodate pedestrians and cyclists and reduce the dominance of motor vehicles. As these surfaces are

'shared', there are no formal cycle routes. To ensure that the shared surfaces are truly accessible to all users, including those with disabilities, a condition has been imposed asking for details of the proposed paving.

- 9.62 In addition to primary and secondary roads, the site benefits from an extensive network of pedestrian and cycle routes throughout the areas of public open space.
- 9.63 As required by LP Policy R03, the PRow will be retained, although following a different route as shown in the DF. The proposed diversion, which is being determined by the ECC PRow team, ensures that the northern section of the PRow will continue running along Arnold's Wood, whilst the southern section will be diverted along the retained tree belts and end up in the area of public open space, to then reconnect with the PRow that runs along the railway tracks. By doing so, future residents will benefit from increased access to the PRow, and existing residents will benefit from safe and easy access to the new area of public open space and the LEAP. Moreover, the diverted PRow will retain its natural landscape feel, that is its main characteristic at present.
- 9.64 The above considerations demonstrate that the site will benefit from very high levels of internal connectivity, which is a key component of the proposal. This complies with the requirements of LP Policies BE14 (Creating Successful Places), BE15 (Planning for Inclusive Communities) and R03 (Land North of Shenfield).
- 9.65 Through the PRow, the proposed development will be linked to the Redrow parcel to the north-east, to Chelmsford Road to the north and the area south of the allocated site. The site will also benefit from pedestrian, cycle and vehicular access from both Chelmsford Road and Alexander Lane, as required by LP Policy R03, which will allow users to reach Shenfield, Brentwood Town Centre and other neighbouring towns and villages, depending on the chosen mode of transport.
- 9.66 In line with LP Policy R03, the northern section of Alexander Lane will be diverted into the site, being replaced by a pedestrian and cycle link between the southern section of Alexander Lane and Chelmsford Road. This will ensure that existing and future residents will be able to choose their preferred route between Chelmsford Road, the south of the proposed development and Alexander Lane.
- 9.67 The site is also in very close proximity to existing bus stops, on Chelmsford Road to the north-west and Long Ridings Avenue to the south, providing services to Brentwood, Shenfield, Chelmsford and beyond.
- 9.68 As required by LP Policy R03 and the IDP, the applicant has agreed to make contributions towards:
- The improvement of the pedestrian and cycle routes along Chelmsford Road.
  - The creation of a cycle route along Hunter Avenue.

- The creation of other ‘quiet way’ cycle routes in the Brentwood Urban Areas (details to be agreed with the Highways Authority).
  - Upgrade of signal at the Chelmsford Road/Hutton Road/Sheffield Road junction.
  - The improvement of the existing bus service along Chelmsford Road.
  - Brentwood and Shenfield Railway Station public realm and cycle infrastructure improvement.
- 9.69 In addition to this, a substantial contribution will be made towards the creation of a new bus route to connect Shenfield train station to the R03 site. The new bus route will enter the Croudace scheme from Chelmsford Road, continue through the primary route and exit on Alexander Lane.
- 9.70 The new service will operate every half an hour with a single-decker bus, running in one direction. Notably, Alexander Lane has previously been used for rail replacement bus services. Considering that this proposed route ensures every dwelling of Croudace parcel is within 400 metres of a bus stop, thereby promoting sustainable development, the ECC Sustainable Transport team deems this route acceptable.
- 9.71 Just like internal permeability, the connectivity of the proposal with the wider locality is a key component of the scheme. Officers support the proposal as not only it is well connected with the wider area, but it will also contribute to a significant enhancement of the existing connectivity, benefiting existing local residents, ensuring the sustainability of this urban extension and contributing towards a shift towards sustainable transport modes. The inclusion of the new bus route within the scheme is particularly welcomed.
- 9.72 Although the PRoW diversion is currently being determined by the ECC PRoW team, the principles underpinning this diversion had already been discussed with ECC officers. A condition has been imposed requesting the diversion to take place only after permission is granted by ECC.
- 9.73 To conclude, the proposal is in line with the requirements of LP Policies BE14 (Creating Successful Places), BE15 (Planning for Inclusive Communities) and R03 (Land North of Shenfield).

### **Appearance**

- 9.74 The appearance of the proposed development has been informed by the design code set out in the DF per character area and is summarised as follows.

#### Western Gateway

- 9.75 The 3-storey apartment building and formal terrace have been designed as a distinct focal/gateway into the development. They take design cues from the

Brentwood School, located further south on Chelmsford Road, to create brick-clad focal buildings. The Western Gateway is characterised by gable roofs with a red brick and slate roof tile combination, with extruded feature brick work and brick patterning, including brick window surroundings. Light green cladding is used to accentuate the importance of the entrances to the units and to balconies fronting the Chelmsford Road corner, to add interest and variation to this key location.

#### School Plaza Area

- 9.76 This area has both blocks of flat and terraces, all with gable roofs. These buildings are clad with a variety of materials: both red and buff brick, slate, rustic red and brown roof tiles. Additional materials include light green cladding (also featured at the Western Gateway) as well as some off-white render and white eternit cedar boarding. Modern contemporary black front doors and vertical fenestration are used for a more modern design approach.

#### Primary Streets

- 9.77 The primary streets are characterised by formal tree-lined streets. As noted in the Design and Access Statement, the primary streets connect the key areas of the proposal and employ repetition of house types to provide formality and hints of the detailing used in the school plaza to knit the different parts of the site together for vehicles, cyclists and pedestrians. The buildings, detached and semi-detached, feature both red and buff brick, with both dark and light wooden boarding being heavily used. The gable roof finishes comprise slate as well as red and rustic red tiles.

#### Eastern Field and North-South Tree Belt

- 9.78 This portion of the site, part of the Green Edge (Woodland Edge) character area, adopts a less formal approach compared to the Primary Streets, with a higher variety of typologies, roofscapes and lower buildings. The choice of materials is similar to that of the Primary Streets and reflects the woodland area: both dark and light wooden boarding are prevalent with the occasional unit featuring render instead. Buildings feature both red and buff brick, as well as all four available tile materials: slate, red, rustic red, and brown roof tiles, creating a varied material palette finished with modern black front doors.

#### Northern Gateway

- 9.79 This is also part of the Green Edge character area and adopts the same approach of the Eastern Field and North-South Tree Belt area: a variety of 2-storey high units, with a choice of materials reflecting the woodland located immediately to the east of this character area.



### Southern Gateway

- 9.80 This gateway location presents slightly taller buildings than those in the rest of the Green Edge character areas, with house types reflecting those of the Primary Streets, designed as a modern take on a traditional Essex barn.

### Other areas

- 9.81 The rest of the development reflects the house types, roof scape and materials proposed for the other Green Edge and Green Streets character areas.

### Officers' comments

- 9.82 The appearance of the proposed development reflects the design guidance set out in the DF and has gone through a number of refinements during the course of assessment, to ensure that all the house types and blocks of flats are of the highest quality, as demonstrated in the street scenes that accompany this proposal.
- 9.83 Place Services confirmed that the architecture of the most prominent character areas is positive, and where house types have been adapted by the architects to be contemporary, these have become exemplary
- 9.84 There are a small number of elements where Place Services would have preferred additional amendments, such as the rear elevation of block of flats A or some details to the houses on the Northern Gateway. However, when balanced with the rest of the development and the overall quality of the scheme, these are acceptable.
- 9.85 Therefore, the appearance of the proposed development is fully supported and is in compliance with LP Policy BE14 (Creating Successful Places).

### **Density**

- 9.86 LP Policy HP03 (Residential Density) expects new residential developments to achieve a net density of at least 35 dwellings per ha (dw/ha), rising to above 65 dw/ha in the town centre.
- 9.87 The site measures 19.14ha with a developable area of 9.47ha, to account for the CDA and preserved tree belts. This equates to a density of 36 dw/ha, which is policy compliant and appropriate for a residential extension in this location.

### **Unit Mix and Affordable Housing**

- 9.88 From the beginning of the DF discussion, all applicants have been encouraged to deliver a variety of housing typologies, to facilitate the creation of different character areas and add variety to the development proposals. This became

particularly important once the constraints of the site were better understood, and it became clear that the anticipated 825 units could not be delivered.

- 9.89 Therefore, the applicant is proposing a variety of housing types: flats, semi-detached unit, detached units and terraces, for a total of 344 dwellings, with the following unit mix:

**Table 1 – Proposed unit mix (market and affordable)**

<b>Size / Type</b>	<b>Market</b>	<b>Affordable</b>	<b>Total</b>
1 bed	21	33	54
2 bed	41	73	114
3 bed	76	13	89
4 bed	85	2	87
<b>Total</b>	223 (65%)	121 (35%)	344

- 9.90 The detailed schedule of accommodation submitted with the application demonstrates that all the proposed units are compliant with the nationally described space standards as required by LP Policy HP06 (Standards for New Housing).
- 9.91 In line with LP Policy HP01 (Housing Mix), all units will be constructed to meet requirement M4(2) accessible and adaptable dwellings, as per policy requirement, and 5% of the affordable homes will be M4(3) wheelchair accessible ground floor units (7.5%). The introduction of these wheelchair accessible units is strongly welcomed.
- 9.92 In line with LP Policies HP01 and R03, 5% (18no.) of all homes will be provided as custom-build.
- 9.93 In terms of tenure, 223 units will be open market housing (65%) and 121 units will be affordable housing (35%) in line with LP Policy HP05 (Affordable Housing).
- 9.94 The proposed market unit mix is acceptable.
- 9.95 The initial affordable housing offer comprised an 86% / 14% ratio of affordable rent to low-cost homeownership, in line with LP Policy HP05. However, the Housing Manager advised that the policy requirement no longer reflects the BBC Housing Need Register, which clearly shows a strong, long-term need for family units (2 bed+). It was therefore requested that the number of family units be increased.
- 9.96 The Strategic Policy Team confirmed that, in order to facilitate the requested change, an amendment in tenure ratio would be allowed, to 45% affordable rent and 55% low-cost homeownership.

- 9.97 Further to discussion with officers, the applicant agreed to amend their affordable housing mix, significantly increasing their provision of 2-bedroom houses. This is strongly supported. The new mix was also tested with four Registered Providers, to ensure that the proposed quantum of affordable housing could be delivered. It should be noted that, in order to maintain the desired wide range of housing types, it was not possible to reduce the number of flats.
- 9.98 The table below sets out the proposed affordable housing mix, which is considered acceptable by the Housing Services Manager and by the Strategic Policy Team:

**Table 2 - Proposed affordable housing mix**

<b>Property Type</b>	<b>No. of units</b>	<b>%</b>	<b>Affordable Rent</b>	<b>Shared Ownership</b>
1B Apartment	33	27%	17	16
2B (4 people) Apartment	14	12%	6	8
2B (4 people) House	59	48%	27	32
3B House	13	11%	6	7
4B House	2	2%	1	1
<b>Total</b>	121		57 (47%)	64 (53%)

- 9.99 The affordable dwellings will be tenure blind and will meet nationally described space standards. All of the affordable apartments will have their own parking space and all affordable houses will have 2 parking spaces each.
- 9.100 In terms of location, the proposed affordable units will be delivered along the primary road (including by the school and the southern gateway), in the centre of the site, to the north and to the east, in proximity to Arnold's Wood. The variety of locations ensures that the proposal will deliver mixed and inclusive communities.
- 9.101 In three instances, the group of units exceed the requirements of the new Planning Obligations SPD on clustering, which set out that affordable housing should be provided in groups of no more than 15% of the total number of dwellings being provided (in this case, 18) or 12 affordable dwellings, whichever is the lesser. There is a group of 16 units along the primary road, that sits between the minimum 12 units and the 15% of the total number of affordable dwellings. This is a very small departure from the recommendations in the SPD and officers consider that on balance this is acceptable.

- 9.102 Where three blocks of flats are proposed in close proximity (Blocks B, C and D by the school plaza, and Blocks F, G and H by the southern gateway), the clustering requirement is inevitably exceeded. However, this is considered acceptable: the proposed blocks of flats are required to maintain the required variety of house types and to create a gateway entrance from Alexander Lane. Notwithstanding these groups of flats, the proposal will support a mixed and inclusive community, which is the objective of the SPD.
- 9.103 To conclude, the proposal includes a wide range of house types to cater for all needs and will make an important contribution to the housing supply of Shenfield and BBC, in line with LP Policy MG01 (Spatial Strategy). The applicant's willingness to amend the affordable proposal to contribute to easing the pressure on the BBC Housing Need Register is commended.
- 9.104 The proposed housing provision, both market and affordable, is supported and meets the requirements of LP Policies HP01 (Housing Mix), HP05 (Affordable Housing) and HP06 (Standards for New Housing), and of the Planning Obligations SPD.

#### **Private and Communal Amenity**

- 9.105 All houses, market and affordable, enjoy generous private amenity: all 1 and 2 bed properties feature gardens of 50sqm and above, and 3 bed+ properties feature gardens of 100sqm and above. This comfortably exceeds the standards of the Essex Design Guide.
- 9.106 The Essex Design Guide stipulates that development on sites larger than 0.1 ha should provide at least 25sqm of private space for each home. For this scheme, this would equate to very large areas of communal open space. Only Blocks C and H meet this criterion. However, the Guide also notes that apartments adjacent to and overlooking a park or other large public space of high amenity value could be provided with a smaller amount of communal space. Incorporating balconies into residential accommodation is encouraged and will be expected where the private communal space provision does not equate to 25sqm per flat.
- 9.107 All the proposed apartments, market and affordable, will benefit from private balconies of at least 5sqm, and from communal amenity space. Whilst Blocks C and H meet the Guide's criterion of 25sqm per flat, the other blocks are located either adjacent or in very close proximity to areas of public open space: the proposed new parkland, the proposed area of public open space to the south-east and Alexander Lane Playing Fields.
- 9.108 Since these areas are not only very large, but also of high amenity value, the proposed communal amenity space for Blocks A, B, D, E, F and G is considered acceptable.

9.109 Overall, it is considered that the provision of private and community amenity spaces is acceptable and in line with LP Policy HP06 (Standards for New Housing).

### **Impact on Neighbouring Amenity (Privacy, Noise and Lighting)**

9.110 The Western Gateway units sit next to no. 167 Chelmsford Road, a single dwelling, and land adjacent to it, which benefits from planning permission for the erection of six dwellings (ref. 22/00453/FUL).

9.111 The proposal has been designed to avoid any negative impact on the amenity of the existing and approved dwellings: no unit abuts the boundary with no.167 and land adjacent to it, and the side of Block A facing no.167 has no windows, protecting the privacy of existing residents. The distance between no.167 and Block A is such that there is no possibility of overlooking or overshadowing.

9.112 Part of the northern boundary is bound by the gardens of properties facing Chelmsford Road. Also in this case, the distance between the existing and proposed units ensures that there won't be any issues of overlooking or overshadowing.

9.113 Further to the south, the site runs adjacent to the western boundary of the Stonebond parcel, which is subject to application ref. 24/00332/FUL. Separation between the Croudace and Stonebond properties is guaranteed by the presence of retained trees along the boundary, which prevent overlooking or overshadowing between residential units.

9.114 The proposed development is for residential use only, and it will not result in any adverse noise or light pollution that could be detrimental to neighboring properties, existing or proposed.

9.115 The above confirms that there will be no negative impact on neighbouring amenity, as required by LP Policy BE14 (Creating Successful Places).

### **Green and Blue Infrastructure**

9.116 The presence of the CDA, retained individual trees and tree belts, and ancient woodland mean that green and blue infrastructure has been embedded in the scheme from the outset, significantly dictating the design of the development.

9.117 The various typologies of open space are illustrated in the Open Space Typologies Plan (ref. LN-LD-102 rev.B) and comprise:

- Amenity green space (the central parkland and the retained trees to the south-west edge of the site): 2.89ha.
- Areas of public open space (defined as 'natural and semi-natural space' in the plan): 4.81ha.

- 9.118 The key feature of the development is the central parkland, measuring 2.89ha, with substantial new tree planting to replace the 34 trees being removed as a result of the realignment of the road, and native / ornamental planting to frame views across the development. A series of new pedestrian routes will be created through the new parkland to allow easy access to the open space, the NEAP, the plaza and then onwards into the development. This area will also feature open grassland area for recreation and play, and a species-rich wildflower meadow.
- 9.119 The parkland takes advantage of its location within the CDA to provide a central wetland area with habitat enhancement, and an attenuation basin.
- 9.120 The veteran tree and the school plaza are also important components of the landscape offer, as explained earlier in this report, as they define the 'community heart' of the development. The Ecology & Tree Officer supports the large buffer around the veteran tree.
- 9.121 In addition to the above, the proposal includes extensive areas of public open space, including equipped and incidental play areas, and attenuation basins, which will ensure that all future residents will live in very close proximity to high quality open space. Particularly, the areas to the north and south of the site will be an attractive feature as they comprise an attenuation basin with permanent standing water, with perimeter access restricted by timber post and rail fencing. A timber boardwalk is proposed to provide pedestrian and cycle access over the north SuDS basin.
- 9.122 The landscape offer includes the land within and surrounding the retained tree belts and along Arnold's Wood. The ancient woodland will be protected by a 15m buffer area, in line with national guidance, to ensure that the proposed development will have no negative impact on this protected element of the site. The Ecology & Tree Officer noted that the proposal to realign the PRoW is beneficial as it will move part of the footpath outside the buffer area, thus allowing the preservation of trees and shrubs that form an important woodland edge habitat, that would have otherwise been cut back.
- 9.123 Overall, officers are very supportive of the variety of recreational and amenity spaces included in the scheme, and the way the SuDS strategy has been used to add interest to the site, integrating water within the development. The proposed landscape strategy will provide important benefits to residents of the wider allocated site, as well as existing local residents.
- 9.124 The Landscape Officer confirmed that the proposed green and blue infrastructure strategy will result in a meaningful, attractive space that is proportionate to the scale of the development. This will have the added benefit of helping manage visitor pressure on Arnold's Wood. The officer commented that the diverse mix of trees and shrubs will provide visual interest, and also increase resilience to the effects of climate change and plant diseases.

- 9.125 The proposal is accompanied by detailed landscape plans and a Landscape and Biodiversity Management Strategy, which are supported by the Landscape Officer. The officer confirmed that it is not necessary to condition additional landscape details, with the exception of the design of the school plaza that needs to be further developed.
- 9.126 The proposal has also been reviewed by ECC Environment and Green Infrastructure, who raised no concerns.
- 9.127 Subject to the above condition, the proposal complies with LP Policies NE01 (Protecting and Enhancing the Natural Environment) and NE02 (Green and Blue Infrastructure).

### **Play Areas**

- 9.128 The proposed development includes 0.16ha of children's play space, in the form of LAP, LEAP, and NEAP, as shown on the Open Space Typologies Plan (ref. 35229 LN-LD-102 rev.B).
- 9.129 The NEAP is designed for older children, with play opportunities for younger children as well. It is located within 1000m/15 minutes walking time from all the proposed homes, and the minimum activity zone will be 1000sqm, comprising an area for play equipment and structures, and a hard-surfaced area.
- 9.130 The LEAP is designed for children who are beginning to go out and play independently, within 400m/5 minutes walking time from all the proposed homes. The minimum activity zone will be 400sqm, including equipment for a range of activities and areas to play with natural materials such as sand and water.
- 9.131 It is important to note that the NEAP and LEAP are only expected to flood 1 to 2 times each year, for less than 6 hours, based on calculations that include climate change allowance, guarantying their use throughout the year.
- 9.132 Incidental play areas are provided throughout the site, with a dedicated LAP to the south-east area of public open space. Calmer areas with benches will also be provided for rest and relaxation.
- 9.133 The play area provision is in line with the play strategy set out in the DF and with LP Policy NE05 (Open Space and Recreation Provision). The proposal will cater for all ages and play preferences, providing an important mix of equipped and informal areas.
- 9.134 This is another component of the proposal that will be enjoyed by future and existing residents alike, and is strongly supported by officers.

## **Arboriculture**

- 9.135 The Arboricultural Implications Report confirms none of the main arboricultural features, trees of high landscape value or category A trees will be removed and no category 'A', or trees of high landscape value, is welcomed and supported by officers.
- 9.136 The report concludes that the proposed removal of 34 individual trees and 13 groups of trees will represent no alteration to the main arboricultural features of the site, only a minor alteration to the overall arboricultural character of the site, which will not have a significant adverse impact on the wider arboricultural character and appearance of the local landscape.
- 9.137 The Tree Officer agrees with the conclusions of the Arboricultural Implications Report, and supports the measures taken to protect the most important arboricultural features of the site: the large buffer around the veteran Oak Tree and the 15m buffer from Arnold's Wood. The officer also supports the proposal to plant a new Oak Tree within the veteran tree buffer zone as a 'legacy / future veteran' tree, that will be the progeny of the existing tree when this reaches the end of its life.
- 9.138 The Outline Woodland Management Strategy confirms that, due to the lack of management over several decades, there is little understory or ground flora left within Arnold's Wood. This will be restored as part of the proposal. The strategy recommends that recreational use is managed rather than trying to prevent access to the woodland. The Landscape Officer confirmed that this is the best approach for Arnold's Wood given its long history of de facto access.
- 9.139 The Landscape Officer requested the following conditions: a final Woodland Management Plan for Arnold's Wood, a Tree Risk and Veteran Tree Management Strategy to cover the veteran tree as well as the other retained trees, and a Construction Environment Management Plan (CEMP).
- 9.140 A significant number of new trees, shrubs and hedgerows will be planted as part of the proposal, both within the urban areas and the public open space, which is welcomed and will make an important contribution to the quality of the proposal.
- 9.141 Subject to above conditions, the proposal is supported and is in line with LP Policies NE01 (Protecting and Enhancing the Natural Environment) and NE03 (Trees, Woodlands, Hedgerows).

## **Ecology and Biodiversity**

- 9.142 The Ecological Appraisal that accompanies this application confirms that the site is not subject to any statutory ecological designation. A section of Arnold's Wood Complex Local Wildlife Site and Priority Habitat Ancient Woodland is present to



the east of the site. Other features of ecological importance include the ancient woodland, veteran and mature trees and a number of hedgerows.

- 9.143 As already explained, Arnold's Wood will be retained and protected, and will benefit from a dedicated Woodland Management Plan (an outline strategy has already been submitted). The veteran tree and mature trees within the site will also be retained, and will be subject to a dedicated Tree Risk and Veteran Tree Management Strategy. The majority of hedgerows will be retained and protected.
- 9.144 There is an unnamed watercourse within the site, referred to in the application documents as the 'Shenfield watercourse'. Whilst this is not an important ecological feature, it forms a linear wildlife corridor providing connectivity with the local landscape, and thus has some ecological value. The watercourse will be retained and enhanced, with the exception of a small section to be culverted to facilitate the construction of part of the primary road. The Ecological Appraisal also noted the presence of three ponds within the site, which have negligible ecological significance and will be removed.
- 9.145 A wet ditch is present within the site, which will be partially retained. This has some ecological value as it forms a linear wildlife corridor providing connectivity with the local landscape, including Arnold's Wood. There are also dry ditches within the site which have no ecological value and will not be retained.
- 9.146 A number of surveys have been undertaken prior to submission to investigate the presence of protected or notable species, and an additional badger survey was undertaken in January 2024. The surveys confirmed the presence of bats (roosting, foraging and commuting), dormice, badgers, reptiles and birds.
- 9.147 Vegetation clearance with potential to host dormice and the felling of trees with confirmed or potential bat roost will only be undertaken under a European Protected Species (EPS) development license, obtained from Natural England.
- 9.148 Precautionary measures are set out in the Ecological Appraisal to ensure any non-priority species of mammals, reptiles, amphibians and invertebrate present are safeguarded during works and clearance of vegetation. Air and water quality safeguards are recommended to protect retained hedgerows, trees, watercourse and ancient woodland, within and adjacent to the site, against any potential run-off or pollution events during construction.
- 9.149 The Ecology Officer requested to condition the above measures as part of a CEMP, to include a method statement to avoid injury to any animals entering the site during construction.
- 9.150 The invasive species Himalayan Balsam and Spanish Bluebell have been recorded within the site, and will be carefully eradicated during construction.

- 9.151 Although this planning application was submitted prior to the requirement for 10% Biodiversity Net Gain (BNG) that came into force in February 2024, the submission includes BNG calculations. Further to discussion with the Ecology Officer, the applicant agreed to amend the proposed landscape scheme, resulting in significant additional biodiversity improvements, well above the minimum 10% requirement:
- Habitat – 24.04 (against the initial 16.33%)
  - Hedgerows – 13.19% (against the initial 0.49%)
  - Watercourses – 22.19% (against the initial 22.35%)
- 9.152 Monitoring of the BNG at regular intervals over 30 years will be secured in the legal agreement.
- 9.153 The proposed enhancements include:
- New tree and shrub planting across the development, providing new roosting opportunities for bats and more diverse nesting habitats for birds.
  - Wildflower grassland, especially within the parkland and its water features, where it will establish a mosaic of habitats of elevated value, providing new foraging, commuting and sheltering opportunities for a number of species.
  - Enhancement and expansion of existing hedgerow network, contributing to commuting and sheltering opportunities.
  - Wetland features: retention and enhancement of existing watercourse and wet ditch, and creation of attenuation basins. This will increase foraging and shelter opportunities for otter and water vole.
  - Bat and bird boxes.
  - Hibernacula and log piles to support reptiles.
  - Hedgehog nest domes.
  - Woodpiles and bee bricks to support invertebrates.
- 9.154 A Landscape and Biodiversity Management Strategy has been submitted, including a Landscape and Biodiversity Management Plan which clearly illustrates the key management zones and their components. The External Lighting Strategy illustrates that street lighting has been designed to avoid sensitive ecological features, such as the ancient woodland.
- 9.155 To ensure that the proposed BNG can be delivered, the proposed parkland (where the bulk of the ecological enhancements are located) will be laid out within Phase 1, but will only be available to the public at the end of the Phase 2 works.
- 9.156 The Ecology Officer supports the proposal and is satisfied that no additional management strategies or surveys are required, subject to a CEMP being conditioned.
- 9.157 The proposal has also been reviewed by Natural England and ECC Environment and Green Infrastructure, who raised no concerns. The Essex Badger Protection Group asked for additional information, which was not considered necessary by

the Ecology Officer, and requested for safeguarding measures to be included in the CEMP, which have been incorporated in the condition.

- 9.158 To conclude, the proposal retains and enhances all the existing features of ecological importance and provides an opportunity to significantly increase existing biodiversity, as required by LP Policy NE01 (Protecting and Enhancing the Natural Environment). Officers strongly welcomed this aspect of the proposal and commend the increase in BNG achieved during the determination process.

### **Access and implications of Alexander Lane diversion**

- 9.159 The primary access to the site will be in the form of a priority-controlled roundabout on Chelmsford Road. This will be a three-arm roundabout that will provide a suitable access to the proposed development, with through movement along Chelmsford Road retained. A toucan crossing is proposed to the south of the access, to link the shared footway/cycleways throughout the site to the existing route on the western side of Chelmsford Road.
- 9.160 To create a more conducive environment for pedestrians and cyclists travelling on or near the Chelmsford Road, it is proposed to extend the 30mph speed limit from the junction with the A12 with the Croudace entrance. This is to acknowledge that the R03 site is now part of the urban area of Shenfield.
- 9.161 A secondary access is proposed to the south of the site via Alexander Lane, which currently links Chelmsford Road to Rayleigh Road. As already explained, the proposed development would see the diversion of Alexander Lane north into the site, to form part of the proposed transport corridor running through the site.
- 9.162 As part of this access, there will be a significant upgrading of the highway with a 5.5m road width and a 2m footway maintained throughout on the eastern side of the highway within the site boundary and will continue onto the Stonebond site immediately to the south. Pedestrians and cyclists will be able to reach the pavement on the other side of Alexander Lane through a zebra crossing.
- 9.163 The Croudace footway will be delivered as part of the Phase 2 works. Should the Stonebond scheme not be available by then, the applicant will fund the creation and maintenance of a pedestrian and cycle route through the Alexander Lane playing fields, accessible through a zebra crossing, which will connect to the existing Alexander Lane pavement on the left-hand side of the road. This work will be funded by Section 106 legal agreement and detailed schedule of work will be set out in Section 278 agreement.
- 9.164 Access to the secondary school will remain as existing. The section of Alexander Lane that will be closed is to be upgraded to a quiet lane, providing a new and safe, pedestrian and cycle link to Chelmsford Road. A new turning head would be installed at the close of Alexander Lane.

- 9.165 The proposed access strategy is considered appropriate and is supported by ECC Highways. It is in line with the requirements of LP Policy R03 and the DF, and importantly, it will improve the pedestrian and cycle links of the site with the wider area. As a consequence of the Alexander Lane diversion, the local community will benefit from a new quiet route, particularly to for students travelling to Shenfield High School and users of its playing fields.

### **Internal Street Network**

- 9.166 As already explained, the internal street network reflects the hierarchy set out in the DF and is supported. These streets have been designed with tighter corners and a non-direct route to discourage through-traffic and to slow vehicles travelling within the site.
- 9.167 As a result, the proposed internal street network will discourage inappropriate traffic from travelling through residential areas and promote low driver speeds within residential environments.
- 9.168 Given the extensive connectivity within and between the R03 parcels, the enhanced connectivity with the wider area and the new bus route, the proposal will discourage the use of the private car, particularly for short or local trips. This is a welcomed approach and is supported by officers.

### **Parking**

- 9.169 With the exception of visitor spaces, the proposed car and cycle parking arrangements comply with the current adopted EPOA Essex standards, for both flats and houses. All 1-bed units are provided with 1 car parking space, and all 2-bed + units are provided with 2 car parking spaces. 84 visitors car parking are provided, at a ratio of 0.25 spaces per dwelling, marginally below the standards. All parking spaces will be provided with an active electric vehicle charging point.
- 9.170 All units will be provided with at least 1 secure covered cycle space per dwelling, whether within a dedicated cycle store or within the curtilage of houses.
- 9.171 The proposals fall marginally below the adopted Essex standards, to reduce carbon emissions. Essex County Council accept this, subject to the applicant funding any Traffic Regulation Order amendment for parking on the highway post development.
- 9.172 Therefore, the proposal meets the requirements of LP Policies BE11 (Electric and Low Emissions Vehicles) and BE13 (Parking standards) and is supported.

## Highways Considerations

- 9.173 The estimated traffic impact of the hybrid scheme on the local highway network is based on the data agreed by the Redrow transport consultant with the Highways Authority at scoping opinion stage. This data has been adopted within the Transport Assessments (TAs) of all the R03 developers, to ensure that they all account for the cumulative impact of the total development in a consistent and appropriate manner.
- 9.174 The data takes into account the following scenarios:
- 2022 base – i.e. what happens today, with Alexander Lane still open.
  - 2028 baseline – i.e. what happens with the other three R03 schemes (the committed developments) but without Croudace, Alexander Lane is still open.
  - 2028 Baseline plus Development – i.e. what happens with committed developments and with Croudace, including the closure of Alexander Lane.
- 9.175 All four R03 site applicants utilise the same transport data and adopt similar modelling approaches. The cumulative impact of the entire R03 site has been reviewed as part of the local plan evidence base exercise conducted by BBC, as detailed in the Brentwood Borough Local Plan Transport Assessment 2018. Section 10.6.1 of this report states, *“the transport work identified within this report has demonstrated that through sustainable transport measures and in some cases, limited physical highway improvement works, the impact of the Local Plan can be mitigated and that there are no major residual impacts that might prevent the delivery of the Local Plan development.”* Therefore, the precedent for the development has already been established.
- 9.176 During the course of determination, the applicant provided additional information to substantiate the review of the cumulative impact of the developments on the highway network, including a more details analysis of the trips that could be generated by the school, should it be delivered.
- 9.177 The modelling results confirm that the additional traffic generated by the proposed development can be accommodated on the highway network. Although the realignment of Alexander Lane results in the distribution of exiting traffic either through the proposed site or via Oliver Road, this has been shown to be acceptable with all junctions on the local network operating within their operational capacity.
- 9.178 The increase in traffic on the A12 slip road results in an increase in queuing length during the AM peak hour. However, this has been shown not to be a safety risk, and the increase in delay of approximately 69 seconds does not justify mitigation measures on the junction as the effects are not considered severe as set out in NPPF.

- 9.179 As already explained and in addition to the above considerations, there will also be improvements to local transport network, through contributions towards:
- The improvement of the pedestrian and cycle routes along Chelmsford Road.
  - The creation of a cycle route along Hunter Avenue.
  - The creation of other 'quiet way' cycle routes in the Brentwood Urban Areas (details to be agreed with the Highways Authority).
  - Upgrade of signal at the Chelmsford Road/Hutton Road/Sheffield Road junction.
  - Brentwood and Shenfield Railway Station public realm and cycle infrastructure improvement.
  - The improvement of the existing bus service along Chelmsford Road.
  - The creation of a new bus route to connect Shenfield train station to the R03 site. The new bus route will enter the Croudace scheme from Chelmsford Road, continue through the primary route and exit on Alexander Lane.
- 9.180 It is concluded that the proposal, as part of the wider development for the allocated site, will not have an adverse impact on the local transport network. Instead, through a number of contributions agreed with the Highways Authority (some part of the IDP), it will deliver important contributions.
- 9.181 Therefore, the proposal is supported as it is compliant with LP Policies BE08 (Strategic Transport Infrastructure), BE09 (Sustainable means of travel and walkable streets) and BE12 (Mitigating the Transport Impacts of Development).

### **Flood Risk and Drainage**

- 9.182 Whilst the majority of the site is within Flood Risk Zone 1, an east-west area of land adjacent to Alexander Lane, the lowest part of the site, is located within Flood Risk Zones 2 and 3. Also, a significant central portion of the site is designated as CDA, which partially overlaps with Flood Risk Zones 2 and 3.
- 9.183 Since the approach to flood risk and surface water drainage for this site are intrinsically linked, the application is supported by a Flood Risk Assessment which includes a Drainage Strategy. The document confirms that the Shenfield watercourse crosses the site in an east to west direction, between Chelmsford Road and the railway line and that there are also three small ponds. It also confirms that waterlogging across the site is the result of the clayey topsoil preventing the infiltration of runoff, rather than an elevated water table. The water table is estimated to be 3 to 4m below ground level.
- 9.184 The flood risk and drainage strategy has been subject to extensive discussion with the Environment Agency (EA), at pre-application stage and during determination, to ensure that the proposal would be safe for all users and that flooding would not increase within and in proximity to the site. In order to manage flood, a number of measures have been proposed, which are supported by the EA, including:

- Locating all residential units and school within Flood Zone 1, with finished floor levels (FFL) set at least 600mm above the estimated 1.0% return period (AEP, this is a flood with an annual exceedance probability of 1%) + 32% climate change allowance fluvial flood levels.
- Safe access to the proposed development for storm events up to 0.1% AEP (the least probable level flood risk in any given year) provided via the diverted Alexander Lane, using a new crossing of the Shenfield watercourse linking the northern and southern parts of the site.
- A new crossing of the Shenfield watercourse proposed within the undeveloped area of the site. In addition to minimising the impact of the crossing in terms of floodplain volume, the box-culverts crossing the embankment also provide a safe corridor for the movement of animals.

9.185 To complement the above, the proposed surface water drainage strategy has been designed so that flooding does not occur on any part of the site for all events up to 3.3% AEP (the most high risk flood event) and flooding does not occur in any dwelling (or the school) for all events up to 1.0% AEP + 45% climate change allowance.

9.186 The proposed surface water drainage strategy is in compliance with ECC's strict guidance to ensure (as far as reasonably possible) that runoff leaving the site post-development improves on the current conditions, thus not increasing surface water flood risk elsewhere, such as Alexander Lane, for events up to 1.0% AEP + 45% climate change allowance (and potentially reducing flood risk elsewhere for the most extreme storm events).

9.187 As part of the SuDS for the site, 'less vulnerable' parts of the proposed development (e.g. public open spaces, formal play areas, roads and parking areas) have been designed to integrate water in a sustainable way through the use of swales and attenuation basins. All non-adoptable roads will have permeable paving. Under the areas of public open space, there will also be attenuation storage tanks, places above the water table. All units will be provided with water butts to minimise the waste of clean/treated water in gardening activities.

9.188 FFLs of all 'more vulnerable' parts of the proposed development (i.e. residential dwellings and school) have been set at least 150 mm above surrounding external ground levels, which are designed to safely route overland flows away from buildings and towards natural flow paths, using 'less vulnerable' parts of the proposed development to convey and attenuate overland flow, as explained in the above paragraph.

9.189 The proposed rainwater drainage system will not use soakaways nor discharge to foul water sewers. The system has been designed to attenuate the runoff generated by the proposed development to very low (i.e. greenfield) rates that will be discharged to the nearby watercourse without posing any flood risk on or off-

site (slightly reducing flood risk) to areas downstream of the proposed development).

- 9.190 Subject to conditions, both the EA and ECC SuDS support the flood risk and drainage strategies for the site, which ensure that the proposal will not only be safe for all users, but that it will not increase flooding elsewhere, such as Alexander Lane. Indeed, the current runoff conditions will be improved.
- 9.191 To conclude, the proposal is in line with LP Policies NE09 (Flood Risk) and BE05 (Sustainable Drainage).
- 9.192 In response to concerns raised by local residents about the impact of the proposal on the Long Riding and Whitegates neighbourhoods, identified by the EA as a high-risk area for surface water flooding, the applicant noted that these are located on the east side of the railway line, at significantly higher elevations than the application site. The high flood risk in this area is a consequence of the obstruction caused by the railway embankment and insufficient capacity of the culverts underneath the railway. The proposed flood risk and drainage strategy cannot do anything to reduce (or in fact increase) this flood risk.

## **Noise**

- 9.193 An Acoustic Assessment has been undertaken, which confirms that the ambient noise on site during the attended surveys was dominated by road traffic from the A12 and Chelmsford Road. On the southernmost boundary, the road traffic noise is lessened and interspersed by noise from passing trains on local and main line railways.
- 9.194 The Assessment concludes that no noise mitigation would be required for the majority of the site during the day. Properties along the north-east edge of the site and within the Western Gateway will require 'low', and very few along Block A require a 'medium' noise mitigation. This can be achieved using 'off the shelf' windows and ventilation systems, with a low or medium level of acoustic performance, depending on the receptor. During the night, the majority of the properties would require low noise mitigation and would need to keep their windows closed and use a ventilation system.
- 9.195 Throughout the development, 1.8m high timber fences have been assumed to be provided to all private gardens, which is considered reasonable. These provide some sound reduction due to screening. External noise levels would be below 55dB in the vast majority of external amenity areas, with parts of a very small number of some gardens in the north-west corner experiencing noise levels a little above this. No further noise mitigation is therefore required for private external areas.



- 9.196 The Environmental Health Manager agrees with the findings of the Acoustic Assessment and raised no concerns. A condition has been imposed requesting the submission of the window specification and ventilation requirements. Subject to this condition, the proposal is therefore in accordance with LP Policy BE14 (Creating Successful Places).

### **Air Quality**

- 9.197 The Air Quality Report that accompanies this submission confirms that the annual mean air quality objective will be met at the most exposed receptor locations. Also, the actual changes due to traffic generated by development are small and not significant. Therefore, it can be concluded that the air quality at the site is acceptable for the proposed development, and that development traffic will not lead to significant adverse impact upon existing air quality. Routine construction dust mitigation measures are proposed.
- 9.198 The Environmental Health Manager confirmed that the proposed construction dust mitigation measures are appropriate and sufficient, and that no additional mitigation measures will be necessary to achieve compliance with air quality objectives. The proposal is thus in compliance with LP Policy NE08 (Air Quality).

### **Sustainability**

- 9.199 The proposed development is supported by an Energy Strategy. This confirms that the proposal has followed the nationally adopted energy hierarchy of reducing energy demands in the first instance, using energy efficiently, and only then, implementing low carbon and renewable sources where appropriate.
- 9.200 The fabric efficiency of the proposed dwellings has been designed to reduce heat demand and energy needs in line with policy requirements, with high levels of insulation and low air permeability. The proposed heating strategy is electric led, using Air Source Heat Pumps (ASHPs) which are expected to be a primary technology in line with the Future Homes Standard, ensuring the proposed development is in accordance with the national path to low carbon buildings. Solar PV will be provided and, following discussion with ECC Climate and Planning Unit (CaPU), their provision has been sized to exceed LP Policy BE01 significantly, which requires development to provide at least 10% of the predicted energy needs of a development from renewable energy. The scheme will provide 63% which is afforded considerable weight.
- 9.201 The proposed electric only strategy will allow the proposed development to achieve net zero emissions in operation once the mains grid decarbonises.
- 9.202 The results demonstrate that the proposed development will achieve a 15% improvement over the Target Fabric Efficiency Rate, a 61% improvement over the Target Primary Energy Rate and an 85% improvement over the Target Emission

Rate (TER) for Part L 2021. This significantly exceeds LP Policy BE01's requirement to achieve a 10% reduction in carbon emissions above the requirements of Part L 2021 and is very welcome.

- 9.203 The Energy Strategy explains that the 64% improvement over the TER is indicative for the purposes of the planning application. The exact percentage improvement over Part L 2021 will be confirmed in Building Regulation, to meet Part L and d Policy BE01 will be maintained.
- 9.204 The proposal has been reviewed by ECC Climate and Planning Unit (CaPU) Further to some adjustments to the Energy Strategy, ECC CaPU support the proposal subject to conditions, and commends the 63% increase of annual PV generation rate made by the applicant during the course of determination.
- 9.205 Subject to the above conditions, the proposal is supported and meets LP Policies BE01 (Carbon Reduction and Renewable Energy), BE02 (Water Efficiency and Management), BE03 (Establishing Low carbon and Renewable Energy Infrastructure Network) and BE04 (Managing Heat Risk).

### **Refuse and Recycling**

- 9.206 Refuse collection will be undertaken on street or within the forecourts of the proposed blocks of flats, as it is typical of residential areas across the county. The swept path analysis that supports the proposal confirms that a standard refuse vehicle and fire tender will be able to access all the areas of the development.
- 9.207 No objections have been raised by consultees on this aspect of the proposal, which is therefore supported and in line with LP Policy BE14 (Creating Successful Places).

### **Archaeology**

- 9.208 The Archaeological Desk-Based Assessment that supports this application confirms that the proposed development site has the potential to contain archaeological remains. The site is located to the south of the main Roman road between Chelmsford and London (the modern-day Chelmsford Road). It is also located to the north-east of the historic core of Brentwood, and to the south-west of the settlement of Mountnessing both of which have medieval origins.
- 9.209 Place Services Archaeology confirmed that they have no objections to the proposal subject to conditions (including archaeological trial trenching evaluation), to ensure that no groundworks could impact on any archaeological features or deposits present on the site. Therefore, subject to conditions, the proposal is in line with LP Policy BE16 (Conservation and Enhancement of Historic Environment).

### **Health Impact Assessment**

- 9.210 A Health Impact Assessment (HIA) has been prepared to cover the whole allocated site, which was jointly reviewed by the Public Health Officer and the HIA Steering Group. The officer and the Steering Group highlighted some minor points, which have been addressed within the proposal.
- 9.211 Therefore, the conclusions of the HIA are supported and in compliance with the requirements of LP Policy MG04 (Health Impact Assessment).

### **Digital Infrastructure**

- 9.212 The applicant confirmed that fixed line gigabit-cable broadband and/or 5G connectivity are included in all their developments. A condition has been imposed requesting a Fibre to the Premises (FTTP) Statement, to ensure that FTTP is delivered prior to occupation of the residential units, in line with LP Policy BE07 (Connecting New Developments to Digital Infrastructure).

### **Secure by Design**

- 9.213 The Secure by Design Officer raised a number of comments in their response, in relation to physical security and access control, electrical vehicle charging, landscape plan and school drop-off / pick-up plan. These comments related to a more advanced design stage and the applicant is encouraged to liaise with Essex Policy at the appropriate time, as set out in the informatives.
- 9.214 It is noted that the removal of any drop-off / pick-up area from the proposal was specifically requested by ECC Education during pre-application discussion.

### **Contribution towards outdoor and indoor sport facilities**

- 9.215 In line with the Planning Obligations SPD, the applicant has agreed to make the required contribution towards outdoor and indoor sport facilities located in the surrounding area. The contributions will be spent by BBC to deliver improvements to a number of local facilities identified by BBC's Corporate Manager for Communities, Leisure and Health together with Sport England.

### **Compliance with Local Plan Policy R03**

- 9.216 The table below confirms that the proposal has met the relevant requirements of LP Policy R03, Land North of Shenfield.

**Table 3 – Compliance with Local Plan Policy R03**

<b>LP Policy R03 requirement</b>	<b>Compliance</b>
<b>1. Amount and Type of Development</b>	
<i>a. around 825 new homes</i>	Contribution made towards the total number of units of 344.
<i>b. around 2.1 hectares of land for a co-located primary school and early years and childcare nursery</i>	Full compliance
<i>d. 5% self-build and custom build across the entire allocation area</i>	Full compliance
<b>2. Development Principles</b>	
<i>a. be accompanied by a comprehensive masterplan and phasing strategy to inform detailed proposals as they come forward;</i>	Full compliance, the DF has been produced, including a phasing strategy
<i>b. be of a design quality and layout that reflects its key gateway location, particularly on land near to Junction 12, A12;</i>	Full compliance, the proposal includes both the Western and the Southern Gateway
<i>c. provide vehicular access via Chelmsford Road (A1023) and Alexander Lane;</i>	Full compliance, both access are included in the proposal
<i>d. allow if possible for the diversion of Alexander Lane to create a quiet lane for pedestrians and cyclists, with the provision for new and improved route through the development site linking to Chelmsford Road;</i>	Full compliance, the Alexander Lane diversion is included in the proposal
<i>e. enhance walking, cycling and public transport services with Shenfield station and local services and facilities in the wider area, including Brentwood Town Centre;</i>	Full compliance, through IDP contributions
<i>f. provide well-connected internal road layouts which allow for good accessibility;</i>	Full compliance, the proposed development benefits from extensive and high quality internal accessibility
<i>g. provide new multi-functional green infrastructure including public open space in accordance with Policies NE02 and NE05;</i>	Full compliance, the proposal comprises a network of multi-functional areas of public open space

<i>h. maintain and enhance Public Rights of Way within the site and to the wider area;</i>	Full compliance, the PRoW will be maintained and enhanced, including a proposed diversion
<i>i. protect and where appropriate enhance the Local Wildlife Site (Arnold's Wood).</i>	Full compliance, a dedicated management strategy has been conditioned
<i>j. provide for appropriate landscaping and buffers along sensitive boundaries adjoining the A12 and railway line.</i>	Full compliance, see public open space along railway line
<i>l. be designed to ensure a coherent functional relationship with the existing development, which should be well integrated into the layout of the overall masterplan.</i>	Full compliance, the proposal takes into account the existing development and ensures that no adverse impact will be had on neighbouring amenity
<b>3. Infrastructure Requirements</b>	
<i>a. provide pedestrian and cycle crossing points across Chelmsford Road (A1023) where appropriate;</i>	Full compliance, contributions will be made towards enhancements along Chelmsford Road
<i>b. provide an improved bus service;</i>	Full compliance, contributions will be made towards improving the existing bus service and creating a new route connecting the R03 site to Shenfield Station
<i>c. as the site is located within a Critical Drainage Area, development should minimise and mitigate surface water runoff in line with Policy BE05 Sustainable Drainage.</i>	Full compliance, the proposal is supported by the Environment Agency
<b>4. Infrastructure Contributions</b>	
<i>a. off-site highway infrastructure improvements as may be reasonably required by National Highways and Essex County Council in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);</i>	Full compliance, through IDP contributions towards ECC. National Highways did not request any additional contributions.

<i>b. 'quiet way' cycle routes connecting transfer hubs to schools in Brentwood Town Centre.</i>	Full compliance, contributions towards 'quiet way' cycle routes to be made as part of the IDP
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### **Estate Management Strategy and coordination with other R03 parcels**

- 9.217 If approved, the proposed development will need to be maintained and managed appropriately, and thus the legal agreement includes a requirement to prepare and submit an Estate Management Strategy. This is expected to cover, as a minimum, the areas of public open space, the play areas, the verges, all the non-adopted roads, the attenuation basins and other SuDS measures, all the new trees and vegetation (veteran tree, ancient woodland and retained trees will be subject to different management strategies), the school plaza, the maintenance access to the school, the car parking areas and the curtilage of the apartments.
- 9.218 This Estate Management Strategy will act as the template for the applicants of the other R03 applications to follow, irrespective of when they will be approved. This will guarantee that the whole R03 development is managed and maintained consistently and to the highest standards.

### **Legal agreement**

- 9.219 The applicant has accepted that it is necessary for certain obligations in respect of the proposed application to be dealt with by way of an Agreement under Section 106 of the Town & Country Planning Act 1990. This is in line with LP Policy MG05 (Developer Contributions).
- 9.220 The contributions required to make the hybrid scheme acceptable (covering both residential and school applications) have been agreed by the applicant and BBC, and are being reviewed by the Highway Authority, Essex County Council (education) and the NHS. These include contributions towards highways improvements and mitigation, education, healthcare provision, open space, outdoor and indoor sport provision, ecology, details of market and affordable housing provision.
- 9.221 The contributions required to make the proposed residential development acceptable in planning terms are currently being discussed between the applicant, Council officers, the Highway Authority, Essex County Council (education) and the NHS. These are expected to include contributions towards highways improvements and mitigation, education, healthcare provision, open space, outdoor and indoor sport provision, ecology, details of market and affordable housing provision.
- 9.222 The legal agreement has been drafted and further work is needed to reach a format agreed by all parties. The agreement includes the requirement to set up

management companies to deal with the management of the whole site (in line with the aforementioned Estate Management Strategy), of Arnold's Wood, of the veteran tree and of the other retained trees.

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

## **10. Recommendation**

- 10.1 It is recommended that a RESOLUTION TO GRANT PERMISSION is issued subject to the legal agreement being resolved, and to the following conditions:-

### **1 TIM01 Standard Time – Full**

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

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

### **2 DRA01A Development in accordance with drawings**

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

- Site Location Plan (22.1643.120A)
- Proposed Coloured Site Layout (22.1643.450V)
- Proposed Site Layout (22.1643.400V)
- Proposed Site Layout North (22.1643.401G)
- Proposed Site Layout South (22.1643.402G)
- Phasing Plan (988/000)
- MATERIALS PLAN – SOUTH (22.1643.201. 2D)
- MATERIALS PLAN – NORTH (22.1643.201.1D)
- MATERIALS PLAN (22.1643.201E)
- REFUSE STRATEGY (22.1643.202E)
- GARDEN AREA PLAN NORTH (22.1643.203.1D)
- GARDEN AREA PLAN SOUTH (22.1643.203.2D)
- GARDEN AREA PLAN (22.1643.203E)
- AFFORDABLE PLAN (22.1643.204D)
- PARKING LAYOUT PLAN (22.1643.205F)
- STOREY HEIGHTS PLAN (22.1643.206E)
- CHARACTER AREAS PLAN (22.1643.207E)
- HOUSE TYPE DISTRIBUTION PLAN (22.1643.208E)
- PERMEABILITY PLAN (22.1643.209C)
- COLOURED STREET SCENES AA and BB (22.1643.350B)
- COLOURED STREET SCENES CC (22.1643.352A)
- COLOURED STREET SCENES DD (22.1643.354C)

- COLOURED STREET SCENES EE (22.1643.356D)
- COLOURED STREET SCENES FF and HH (22.1643.358B)
- COLOURED STREET SCENES GG (22.1643.360B)
- COLOURED STREET SCENES JJ (22.1643.362B)
- STREET SCENE KK (22.1643.364)
- HOUSE TYPE (A2708M)-V1-PLANS-ELEVATIONS (22.1643.500D)
- HOUSE TYPE (A2708M)-V3-PLANS-ELEVATIONS (22.1643.502D)
- HOUSE TYPE (A2708M)-V4-PLANS-ELEVATIONS (22.1643.503D)
- HOUSE TYPE (A2708M)-V5-PLANS-ELEVATIONS (22.1643.504D)
- HOUSE TYPE (A3710M)-V1-PLANS-ELEVATIONS (22.1643.505C)
- HOUSE TYPE (A3710M)-V2-PLANS-ELEVATIONS (22.1643.506D)
- HOUSE TYPE (A3710M)-V3-PLANS-ELEVATIONS (22.1643.507C)
- HOUSE TYPE (A4715M)-V1-PLANS-ELEVATIONS (22.1643.510B)
- HOUSE TYPE (B2009M)-V1-PLANS-ELEVATIONS (22.1643.515D)
- HOUSE TYPE (B2009M)-V2-PLANS-ELEVATIONS (22.1643.516C)
- HOUSE TYPE (B2009M)-V3-PLANS-ELEVATIONS (22.1643.517C)
- HOUSE TYPE (B2013M)-V1-PLANS-ELEVATIONS (22.1643.520B)
- HOUSE TYPE (B3015M)-V1-PLANS-ELEVATIONS (22.1643.525C)
- HOUSE TYPE (B3015M)-V2-PLANS-ELEVATIONS (22.1643.526B)
- HOUSE TYPE (B3015M)-V3-PLANS-ELEVATIONS (22.1643.527B)
- HOUSE TYPE (B3016M)-V1-PLANS-ELEVATIONS (22.1643.530C)
- HOUSE TYPE (B3016M)-V2-PLANS-ELEVATIONS (22.1643.531C)
- HOUSE TYPE (B3016M)-V3-PLANS-ELEVATIONS (22.1643.532C)
- HOUSE TYPE (B3016M)-V4-PLANS-ELEVATIONS (22.1643.533C)
- HOUSE TYPE (B3017M)-V1-PLANS-ELEVATIONS (22.1643.535C)
- HOUSE TYPE (B3017M)-V2-PLANS-ELEVATIONS (22.1643.536C)
- HOUSE TYPE (B3017M)-V3-PLANS-ELEVATIONS (22.1643.537C)
- HOUSE TYPE (B3017M)-V4-PLANS-ELEVATIONS (22.1643.538B)
- HOUSE TYPE (B3017M)-V6-PLANS-ELEVATIONS (22.1643.539-1B)
- HOUSE TYPE (B3017M)-V5-PLANS-ELEVATIONS (22.1643.539C)
- HOUSE TYPE (F2004M)-V1-PLANS (22.1643.540C)
- HOUSE TYPE (F2004M)-V1-ELEVATIONS (22.1643.541C)
- HOUSE TYPE (F2004M)-V3-ELEVATIONS (22.1643.544-1C)
- HOUSE TYPE (F2004M)-V4-PLANS (22.1643.544-2C)
- HOUSE TYPE (F2004M)-V4-ELEVATIONS (22.1643.544-3C)
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- HOUSE TYPE (G4031M)-V2-ELEVATIONS (22.1643.553D)



- HOUSE TYPE (G4032M)-V1-PLANS (22.1643.555C)
- HOUSE TYPE (G4032M)-V1-ELEVATIONS (22.1643.556C)
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- HOUSE TYPE (S3019M)-V1-PLAN (22.1643.560B)
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- HOUSE TYPE (S3019M)-V4-ELEVATIONS (22.1643.564-3B)
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- HOUSE TYPE (S3022M)-V2-ELEVATIONS (22.1643.573C)
- HOUSE TYPE (S3022M)-V3-PLAN (22.1643.574B)
- HOUSE TYPE (S3022M)-V3-ELEVATIONS (22.1643.574-1B)
- HOUSE TYPE (S3022M)-V4-PLAN (22.1643.574-2B)
- HOUSE TYPE (S3022M)-V4-ELEVATIONS (22.1643.574-3B)
- HOUSE TYPE (S3022M)-V5-PLAN (22.1643.574-4B)
- HOUSE TYPE (S3022M)-V5-ELEVATIONS (22.1643.574-5B)
- HOUSE TYPE (S3022M)-V6-PLAN (22.1643.574-6B)
- HOUSE TYPE (S3022M)-V6-ELEVATIONS (22.1643.574-7C)
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- HOUSE TYPE (S4023M)-V1 – ELEVATIONS (22.1643.576C)
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- HOUSE TYPE (S4023M)-V2-ELEVATIONS (22.1643.578B)
- HOUSE TYPE (S4023M)-V3-PLAN (22.1643.579B)
- HOUSE TYPE (S4023M)-V3-ELEVATIONS (22.1643.579-1B)
- HOUSE TYPE (S4023M)-V4-PLAN (22.1643.579-2B)
- HOUSE TYPE (S4023M)-V4-ELEVATIONS (22.1643.579-3B)
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- HOUSE TYPE (S4024M)-V1-PLANS-ELEVATIONS (22.1643.581D)
- HOUSE TYPE (S4024M)-V1-PLANS-ELEVATIONS (22.1643.582D)
- HOUSE TYPE (S4025M)-V2-PLANS (22.1643.587C)
- HOUSE TYPE (S4025M)-V2-ELEVATIONS (22.1643.588C)
- HOUSE TYPE (S4025M)-V3-PLANS (22.1643.589B)
- HOUSE TYPE (S4025M)-V3-ELEVATIONS (22.1643.589-1B)
- HOUSE TYPE (S4025M)-V4-PLANS (22.1643.589-2B)
- HOUSE TYPE (S4025M)-V4-ELEVATIONS (22.1643.589-3B)

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- HOUSE TYPE (S4025M)-V5-ELEVATIONS (22.1643.589-5B)
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- HOUSE TYPE (S4028M)-V2-ELEVATIONS (22.1643.598C)
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- HOUSE TYPE (S4028M)-V3-ELEVATIONS (22.1643.599-1C)
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- HOUSE TYPE (S4028M)-V4-ELEVATIONS (22.1643.599-3D)
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- HOUSE TYPE (S4029M)-V1-ELEVATIONS (22.1643.606B)
- FLAT BLOCK A PLANS (PLOTS1-18) (22.1643.650D)
- FLAT BLOCK A ELEVATIONS (PLOTS 1-18) (22.1643.651E)
- FLAT BLOCK D PLANS -1(PLOTS 57-70) (22.1643.655C)
- FLAT BLOCK D PLANS -2(PLOTS 57-70) (22.1643.656C)
- FLAT BLOCK D ELEVATIONS -1 (PLOTS 57-70) (22.1643.657B)
- FLAT BLOCK D ELEVATIONS -2(PLOTS 57-70) (22.1643.658D)
- FLAT BLOCK B PLANS -1(PLOTS 34-43) (22.1643.660D)
- FLAT BLOCK B PLANS -2(PLOTS 34-43) (22.1643.661C)
- FLAT BLOCK B ELEVATIONS (PLOTS 34-43) (22.1643.662C)
- FLAT BLOCK C PLANS -1(PLOTS 47-56) (22.1643.665C)
- FLAT BLOCK C PLANS -2(PLOTS 47-56) (22.1643.666C)
- FLAT BLOCK C ELEVATIONS (PLOTS 47-56) (22.1643.667C)
- FLAT BLOCK E PLANS (PLOTS 217-222) 22.1643.670B)
- FLAT BLOCK E ELEVATIONS (PLOTS 217-222) 22.1643.671C)
- FLAT BLOCK F PLANS (PLOTS 302-310) 22.1643.675C)
- FLAT BLOCK F ELEVATIONS (PLOTS 302-310) 22.1643.676C)

- FLAT BLOCK G PLANS -1(PLOTS 311-319) 22.1643.680B)
- FLAT BLOCK G PLANS -2(PLOTS 311-319) 22.1643.681B)
- FLAT BLOCK G ELEVATIONS (PLOTS 311-319) 22.1643.682B)
- FLAT BLOCK H PLANS (PLOTS 320-323) 22.1643.685B)
- FLAT BLOCK H ELEVATIONS (PLOTS 320-323) 22.1643.686B)
- GARAGES – PLANS – ELEVATIONS 22.1643.700A)
- CARPORTS – PLANS – ELEVATIONS 22.1643.701A)
- FLAT BLOCK A ELEVATIONS (PLOTS 1-18) 22.1643.750D)
- FLAT BLOCK D ELEVATIONS (PLOTS 57-70) 22.1643.755B)
- FLAT BLOCK B ELEVATIONS (PLOTS 34-43) 22.1643.760B)
- FLAT BLOCK C ELEVATIONS (PLOTS 47-56) 22.1643.765A)
- FLAT BLOCK E ELEVATIONS (PLOTS 217-222) 22.1643.770A)
- FLAT BLOCK F ELEVATIONS (PLOTS 302-310) 22.1643.775)
- FLAT BLOCK G ELEVATIONS (PLOTS 311-319) 22.1643.780A)
- FLAT BLOCK H ELEVATIONS (PLOTS 320-323) 22.1643.785A)
- SUMMER HOUSE PLANS (22.1643.800)
- SUMMER HOUSE ELEVATIONS (22.1643.801)
- WESTERN GATEWAY AERIAL (22.1643.700A)
- WESTERN GATEWAY EYE LEVEL (22.1643.701)
- WESTERN GATEWAY EYE LEVEL NO TREES (22.1643.702)
- PLAZA (22.1643.703A)
- SOUTHERN GATEWAY (22.1643.704)
- PRIMARY STREET AERIAL (22.1643.705)
- PRIMARY STREET EYE LEVEL (22.1643.706)
- Landscape Hard and Soft GA Plan: Overall (LN-LD-00 Rev B)
- Landscape Hard GA Plan: Sheet 1 of 10 (LN-LD-01 Rev B)
- Landscape Hard GA Plan: Sheet 2 of 10 (LN-LD-02 Rev B)
- Landscape Hard GA Plan: Sheet 3 of 10 (LN-LD-03 Rev B)
- Landscape Hard GA Plan: Sheet 4 of 10 (LN-LD-04 Rev B)
- Landscape Hard GA Plan: Sheet 5 of 10 (LN-LD-05 Rev B)
- Landscape Hard GA Plan: Sheet 6 of 10 (LN-LD-06 Rev B)
- Landscape Hard GA Plan: Sheet 7 of 10 (LN-LD-07 Rev B)
- Landscape Hard GA Plan: Sheet 8 of 10 (LN-LD-08 Rev B)
- Landscape Hard GA Plan: Sheet 9 of 10 (LN-LD-09 Rev B)
- Landscape Hard GA Plan: Sheet 10 of 10 (LN-LD-10 Rev B)
- Landscape Soft GA Plan: Sheet 1 of 10 (LN-LD-11 Rev B)
- Landscape Soft GA Plan: Sheet 2 of 10 (LN-LD-12 Rev B)
- Landscape Soft GA Plan: Sheet 3 of 10 (LN-LD-13 Rev B)
- Landscape Soft GA Plan: Sheet 4 of 10 (LN-LD-14 Rev B)
- Landscape Soft GA Plan: Sheet 5 of 10 (LN-LD-15 Rev B)
- Landscape Soft GA Plan: Sheet 6 of 10 (LN-LD-16 Rev B)
- Landscape Soft GA Plan: Sheet 7 of 10 (LN-LD-17 Rev B)
- Landscape Soft GA Plan: Sheet 8 of 10 (LN-LD-18 Rev B)
- Landscape Soft GA Plan: Sheet 9 of 10 (LN-LD-19 Rev B)

- Landscape Soft GA Plan: Sheet 10 of 10 (LN-LD-20 Rev A)
- Planting Schedule and Notes (LN-LD-21 Rev A)
- Typical Landscape Details (LN-LD-30 Rev A)
- School Plaza Detail (LN-LD-40 Rev A)
- Illustrative Landscape Masterplan (LN-LD-100 Rev B)
- LBMS Plan (LN-LD-101 Rev A)
- Open Space Typologies Plan (LN-LD-102 Rev B)
- Landscape and Biodiversity Management Strategy (LN-LD-LBMS Rev A)
- BNG Plan (LN-LD-113 Rev B)
- Landscape & Visual Impact Assessment (LN-LP-LVIA)
- Landscape & Visual Impact Assessment Methodology (LN-LP-LVIA-M)
- Site Context Plan (LN-LP-01)
- Topography Plan (LN-LP-02)
- Landscape Character Plan (LN-LP-03)
- Site Appraisal Plan (LN-LP-04)
- Visual Appraisal Plan (LN-LP-05)
- Landscape and Visual Opportunities and Constrains Plan (LN-LP-06)
- Landscape Strategy Plan (LN-LP-07)
- Site Appraisal Photographs A-O (Winter) (LN-LP-SAP-W)
- Site Appraisal Photographs A-O (Summer) (LN-LP-SAP-S)
- Site Context Photographs 1-9 (Winter) (LN-LP-SCP-W\_1)
- Site Context Photographs 10-18 (Winter) (LN-LP-SCP-W\_2)
- Site Context Photographs 1-9 (Summer) (LN-LP-SCP-S\_1)
- Site Context Photographs 10-18 (Summer) (LN-LP-SCP-S\_2)
- Connectivity Plan (152080\_SK04)
- Proposed PROW Diversion Plan (152080\_PD2B)
- Highways GA Plan-P04 VD23856-VEC-S38-XXX-DR-CH-0250
- Highways GA Plan-P04 VD23856-VEC-S38-XXX-DR-CH-0251
- Highways GA Plan-P04 VD23856-VEC-S38-XXX-DR-CH-0252
- Highways GA Plan-P04 VD23856-VEC-S38-XXX-DR-CH-0253
- Proposed Site Access Roundabout 152080\_A\_01 Rev J
- Swept Path – SDV 152080\_A\_01\_AT01
- Swept Path - Refuse Vehicle 152080\_A\_01\_AT02
- Swept Path - DB32 Fire Appliance 152080\_A\_01\_AT03
- Swept Path - \_Alexander Lane Bus 152080\_AT\_A01
- Swept Path - Refuse Collection 152080\_AT\_C01 Rev B
- Swept Path – Fire tender 152080\_AT-D01 Rev A
- Swept Path – SDV 152080\_AT\_C02
- Proposed Re-alignment of Alexander Lane 152080\_PD11 Rev A
- Wider Masterplan Footway-Cycleway Connections - Stonebond Land (152080\_PD13 Rev A)
- Alternative Turning Head Northern End of Alexander Lane (152080\_PD14 Rev A)
- Boardwalk Cross Section (152080\_PD15)

- Proposed Bus Stops and Pedestrian Crossing Adjacent to Site Access (1520880/PD19 Rev A)
- Proposed Parking Court Access Arrangement (152080/PD22)
- Proposed Internal Bus Stops (152080/PD23)
- Swept path analysis bus 152080/PD23/AT01)
- S38 Adoption Plan – P03 (VD23856-VEC-S38-XXX-DR-CH-0260)
- S38 Adoption Plan – P03 (VD23856-VEC-S38-XXX-DR-CH-0261)
- S38 Adoption Plan – P03 (VD23856-VEC-S38-XXX-DR-CH-0262)
- S38 Adoption Plan – P03 (VD23856-VEC-S38-XXX-DR-CH-0263)
- Swept Path Analysis-P04 (VD23856-VEC-S38-XXX-DR-CH-0270)
- Swept Path Analysis-P04 (VD23856-VEC-S38-XXX-DR-CH-0271)
- Swept Path Analysis-P04 (VD23856-VEC-S38-XXX-DR-CH-0272)
- Swept Path Analysis-P04 (VD23856-VEC-S38-XXX-DR-CH-0273)
- Lighting Strategy (WLC654 -LSR-001-R2)
- Indicative Lighting Strategy Plan (WLC654-LS-001-R2)
- Indicative Lighting Strategy Plan (WLC654-LS-002-R2)
- Indicative Lighting Strategy Plan (WLC654-LS-003-R2)
- Indicative Lighting Strategy Plan (WLC654-LS-004-R2)
- Area Calculations (WLC654-LC-AC-001-R2)
- Proposed Culvert Plan and Section (C86054-JN-XX-XX-DR-C-2005-PO1)

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

### 3 CEMP

No development shall commence, until a Construction Environment Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP should define best practice measures for ecological protection (including but not limited to protected species, in particular badgers and nesting birds), protection methods of retained trees, and adhere to the Proposed Badger Construction Safeguards set out in the Ecological Appraisal. The CEMP should include a method statement to avoid injury to any animals entering the site during construction.

The CEMP shall identify that construction activities so far as is practical do not adversely impact amenity, traffic or the environment of the surrounding area by minimising the creation of noise, vibration and dust during the site preparation and construction phases of the development. The CEMP shall also provide for:

- The parking of vehicles of site operatives and visitors
- Loading and unloading of plant and materials
- Storage of plant and materials used in constructing the development
- Wheel and underbody washing facilities

To reduce disturbance to nearby properties, construction and demolition activities should be restricted 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.

The demolition and construction works shall be completed in accordance with the information agreed within the CEMP by the Local Planning Authority.

Reason: To ensure that appropriate measures are undertaken to ensure any disturbance to protected species is mitigated and to ensure trees are not harmed in the interests of visual amenity. 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 in accordance with Local Plan Policies BE09 and BE12.

#### 4 Minerals Supply Audit

Prior to the commencement of the development, a Minerals Supply Audit and a Site Waste Management Plan shall be submitted to and be approved in writing by the Local Planning Authority. Without prejudice to the foregoing, the Plan and Audit shall reflect the scope set out by the Minerals and Waste Planning Authority in previous consultation responses and can be combined as a single document reflecting Circular Economy principles. The development shall thereafter be implemented in accordance with the approved Mineral Supply Audit and Site Waste Management Plan.

Reason: To ensure that each phase of the development's construction is in conformity with the Waste Hierarchy as set out in the National Planning Policy for Waste, as well as in conformity with Essex County Council Minerals Local Plan 2014 Policy S4 which seeks to reduce the use of primary mineral resources and the amount of construction, demolition, and excavation wastes going to landfill.

#### 5 FLOOD RISK

No development shall take place or commence until the outstanding issues relating to the flood risk modelling for the scheme have been approved in writing by the Environment Agency.

Reason: To appropriately model the impacts of flood risk related to the scheme which will form a basis for assessing the submitted Flood Risk Assessment.

#### 6 FLOOD RISK

Following the approval of the flood modelling, no development shall take place or commence until an updated Flood Risk Assessment (FRA) has been submitted to, and approved in writing by, the local planning authority and the Environment Agency. The FRA shall include a detailed design confirming levels used for the access road at the Chelmsford Road roundabout and the new crossing over the Shenfield Brook. The development shall be carried out in accordance with the approved flood risk assessment.

Reason: To reduce the risk of flooding to the proposed development and to prevent flooding elsewhere.

## 7 FLOOD RISK

Prior to the completion of the development, a scheme to ensure the maintenance of the culverts through the new crossing of the Shenfield Brook will be submitted to, and approved in writing by, the local planning authority. This excludes the existing culverts through Chelmsford Road.

Reason: To reduce the risk of flooding to the proposed development and future users through culvert blockage.

## 8 DRAINAGE

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

- Limiting discharge rates to flow matching rates with sufficient long-term storage to discharge at no more than 2 l/s/ha.
- 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.
- Final modelling and calculations for all areas of the drainage system.
- The appropriate level of treatment for all runoff leaving the site, in line with the Simple Index Approach in chapter 26 of the CIRIA SuDS Manual C753.
- Detailed engineering drawings of each component of the drainage scheme.
- A final detailed drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

Each phase of the surface water drainage scheme shall subsequently be implemented prior to occupation of that phase. It should be noted that all outline applications are subject to the most up to date design criteria held by the LLFA.

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.

## 9 DRAINAGE

With the exception of site clearance and archaeology investigation, no works shall take place until a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works and prevent pollution has

been submitted to, and approved in writing by, the local planning authority. The scheme shall subsequently be implemented as approved.

Reason: The National Planning Policy Framework paragraph 163 and paragraph 170 state that local planning authorities should ensure development does not increase flood risk elsewhere and does not contribute to water pollution. Construction may lead to excess water being discharged from the site. If dewatering takes place to allow for construction to take place below groundwater level, this will cause additional water to be discharged. Furthermore, the removal of topsoils during construction may limit the ability of the site to intercept rainfall and may lead to increased runoff rates. To mitigate increased flood risk to the surrounding area during construction there needs to be satisfactory storage of/disposal of surface water and groundwater which needs to be agreed before commencement of the development. Construction may also lead to polluted water being allowed to leave the site. Methods for preventing or mitigating this should be proposed.

#### 10 DRAINAGE

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

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

#### 11 DRAINAGE

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

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

#### 12 ARCHAEOLOGY

No development or preliminary groundworks can commence until a programme of archaeological trial trenching evaluation has been secured in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the planning authority.



Reason: To safeguard heritage assets of archaeological interest that may survive on the site, in line with Local Policy BE16.

### 13 ARCHAEOLOGY

A mitigation strategy detailing the excavation/preservation strategy of the archaeological remains identified shall be submitted to the local planning authority following the completion of the archaeological evaluation.

Reason: To safeguard heritage assets of archaeological interest that may survive on the site, in line with Local Policy BE16.

### 14 ARCHAEOLOGY

No development or preliminary groundworks can commence on those areas containing archaeological deposits until the satisfactory completion of fieldwork, as detailed in the mitigation strategy, and which has been signed off by the local planning authority through its historic environment advisors.

Reason: To safeguard heritage assets of archaeological interest that may survive on the site, in line with Local Policy BE16.

### 15 ARCHAEOLOGY

The applicant will submit to the local planning authority a post-excavation assessment (to be submitted within six months of the completion of fieldwork, unless otherwise agreed in advance with the Planning Authority). This will result in the completion of post-excavation analysis, preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication report.

Reason: To safeguard heritage assets of archaeological interest that may survive on the site, in line with Local Policy BE16.

### 16 Materials

Notwithstanding the details shown on the drawings hereby approved, no development above ground level shall take place in each phase until section details, photographs of samples, and specifications of the materials to be used in the construction of the external surfaces of the buildings and of ground hard surfaces (including shared surface streets, private drives and permeable paved areas), have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details and maintained thereafter.

Reason: In order to safeguard the character and appearance of the area, in line with Policy BE14.

### 17 Design detailing

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

Reason: In order to safeguard the character and appearance of the area, in line with Policy BE14.

#### 18 Design Materials

No development above ground level shall take place in each phase until details of each type of cladding have been submitted to and approved in writing by the local planning authority. The details shall include: sample panels of the each type of cladding, including flashing details. Development shall be carried out in accordance with the approved details and maintained thereafter.

Reason: In order to safeguard the character and appearance of the area, in line with Policy BE14.

#### 19 Roofing materials

No development above ground level shall take place in each phase until details of roofing material have been submitted to and approved in writing by the local planning authority. The details shall include: sample panels of the each roofing material, including flashing details and eaves/secret gutter details where appropriate. Development shall be carried out in accordance with the approved details and maintained thereafter.

Reason: In order to safeguard the character and appearance of the area, in line with Policy BE14.

#### 20 Glazing

No development above ground level shall take place in each phase until the details and plot locations of all translucent glazing to protect privacy have been agreed. Details include specification of glass and photographs of sample panels.

Reason: to avoid unacceptable overlooking or loss of privacy in line with Policy BE14.

#### 21 Fenestration

Notwithstanding the details shown on the drawings hereby approved, no development above ground level shall take place in each phase until detailed drawings by section and elevation at scales between 1:20 and 1:1 as appropriate of the fenestration details (i.e. mullions, typical reveals, concealed vent strips) and balustrades 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 and maintained thereafter.

Reason: To ensure the architectural language is consistent with the architectural period adopted, in line with Policy BE14.

## 22 External utilities

Notwithstanding the details shown on the drawings hereby approved, no meter boxes shall be installed until details and locations (including elevations of the buildings in which they would be located on and their materials including colour) of the meter boxes have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details and maintained thereafter.

Reason: In order to safeguard the character and appearance of the area and to ensure the resulting appearance of the buildings would not be harmed, in accordance with Policy BE14.

## 23 Boundary details

Prior to commencement of above ground works in each phase, a detailed scheme for the siting and design of all boundary treatments (including drawings of any gates, fences, the fence along the safeguarded school site, walls or other means of enclosure and any bollards) and way finding (including any signs indicating the public open space elements, the school and the play areas) shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be fully implemented before first occupation and maintained thereafter.

Reason: In order to ensure high quality landscaping.

## 24

No development above ground level shall commence on Phase 4, until a Woodland Management Plan (WMP) for Arnold's Wood and the ancient woodland buffer has been submitted to and approved in writing by the local planning authority. The WMP shall include but not be limited to:

- Details of the tree thinning proposed.
- Identify when a Forestry Commission Felling Licence might be required.
- Details of reintroduction of coppicing.
- Details of the buffer zone between the woodland and the development, and how it will be maintained.
- Long term vision and management objectives for the woodland (across at least a 10 year period).
- Woodland survey.
- Details of those responsible for ensuring the implementation of the management plan
- Risk Assessment to consider any potential threats to the woodland.
- Stakeholder Engagement.
- Monitoring and Plan Review.

The plan shall be implemented in accordance with the approved details and reviewed at least every 5 years to incorporate any changes needed to the proposed management.

Reason: To ensure that the woodlands are protected and maintained, ensuring no harm to woodland species.

25

No development above ground level shall commence on site, until a Tree Risk and Veteran Tree Management Strategy, to cover at least a 10 year period, has been submitted to and approved in writing by the local planning authority, to include:

- The veteran tree in the school plaza
- Trees protected by a TPO
- All the other retained trees including:
  - The north/south tree belt within the northern field, to the east.
  - The east/west tree belt connecting Arnold's Wood to the north/south tree belt.
  - Category A trees within the northern field.
  - Boundary trees along the northern edge of the site, and to the east and west of the southern field.
  - Boundary trees along the southern edge of the site.

The Management Strategy shall include but not be limited to:

- Details of essential safety works proposed for the veteran tree.
- Details of the buffer zone between the veteran tree and the school plaza, and how it will be maintained.
- The type (pro-active or reactive) and frequency of survey in different areas of the site.
- Set out how record keeping for surveys will be managed and recommendations actioned.
- Detail the competency of the inspector.
- Provide a system for obtaining specialist advice where a survey reveals defects requiring a more detailed assessment or where a second opinion is required.
- Establish a reporting system for damage / failure to / of trees (e.g. vehicle collision, high winds).
- Discuss details of resources necessary for implementation including contract management and auditing of the system.
- Identify methods for recognising changing circumstance to amend the priority of inspection and frequency. The plan shall be implemented in accordance with the approved details.

Reason: To ensure that the trees on site are protected and maintained.

26

No development above ground level shall commence on site, until a scheme of hard and soft landscaping for the School Plaza has been submitted to and approved in writing by the Local Planning Authority, the details of which shall indicate and include:

- Details of retained vegetation around the veteran tree;
- Details of any new trees, hedges or plants;
- The location and species of all new trees, shrubs and hedgerows to be planted or transplanted, those areas to be grassed and/or paved;
- Minor artefacts and structures (e.g. furniture, planters, play equipment, refuse and other storage units including cycle stands, signs);
- Any external hard surface materials for pedestrian accesses, etc.

The landscaping scheme shall be completed during the first planting season after the date on which any part of the development is commenced or in accordance with a programme to be agreed in writing by the local planning authority, and maintained thereafter. Any newly planted tree, shrub or hedgerow or any existing shrub to be retained, that dies, or is uprooted, severely damaged or seriously diseased, within five years of the completion of the development, shall be replaced within the next planting season with another of the same species and of a similar size, unless the local planning authority gives prior written consent to any variation. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

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

27

No trees, shrubs or hedges within the site which are shown as being retained shall be felled, uprooted wilfully damaged or destroyed, cut back in any way or removed without previous written consent of the local planning authority; any trees, shrubs or hedges removed without consent or dying or being severely damaged or becoming seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species and shall be planted at the same location in the next planting season unless the local planning authority gives written consent to any variation.

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

28

Prior to commencement of all works, details of mitigation strategies and method statements shall be submitted to and approved in writing by the Local Planning Authority, in accordance with Ecological Appraisal, dated September 2023.

Reason: In order to minimise the risk of harm to protected species and preserve the natural environment.

29

No development above ground level shall commence on site, until a Landscape and Ecology Management Plan, including management of the Public Right of Way, covering the first 5 years of the development has been submitted to and approved in writing by the Local Planning Authority.

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

30

Prior to any occupation of the approved development, the applicant shall submit the detailed specification for noise mitigation measures including glazing and ventilation requirements to the residential locations indicated in Figure C5 and C6 of the Sharps Acoustics report: Officers' Meadow Assessment of noise and vibration effects on proposed residential use September 2023.

The specification shall demonstrate that the indoor ambient noise levels contained in BS8233-2014 Table 4 will be achieved:

Table 4 Indoor ambient noise levels for dwellings

Activity	Location	07:00 to 23:00	23:00 to 07:00
Resting	Living room	35 dB $L_{Aeq,16hour}$	—
Dining	Dining room/area	40 dB $L_{Aeq,16hour}$	—
Sleeping (daytime resting)	Bedroom	35 dB $L_{Aeq,16hour}$	30 dB $L_{Aeq,8hour}$

Maximum internal night-time noise levels of 30dB $L_{Aeq}$ , for living rooms and bedrooms and 55dB $L_{Aeq}$  for external garden areas.

For bedrooms at night individual noise events (measured with F time-weighting) shall not (normally) exceed 45dB $L_{Amax}$ .

The specification shall indicate the required specification for glazing and ventilation proposed to all residential accommodation.

Reason: To safeguard the living conditions of future occupiers.

31

No residential unit shall be occupied until a Fibre to the Premises (FTTP) Statement has been submitted to and approved in writing by the local planning authority detailing a scheme for the installation of a high speed wholly FTTP connection to each premises within the approved development OR supplying evidence detailing reasonable endeavours to secure the provision of FTTP and where relevant, details of alternative provision for superfast broadband in the absence of FTTP. The FTTP infrastructure or alternative provision for superfast broadband in the absence of FTTP shall be laid out at the same time as other services during the construction process and be available for use on the first

occupation of each premise, or such other date agree in writing by the local planning authority (where supported by evidence detailing reasonable endeavours to secure the provision of FTTP and alternative provisions that have been made in the absence of FTTP).

Reason: Enable the enhancement of the Council's digital infrastructure in order to comply with Local Plan Policy BE07.

32

Prior to commencement of development above ground, a revised Energy Strategy shall be provided for approval by the local planning authority. The statement shall set out in detail how the development will comply with national and local sustainability planning policy requirements adopted at the time. This shall include the updated provision of Solar Photovoltaic Panel Energy generation values which reflect at least the same amount of energy generated as per the typology energy demand usage, as defined in requirement 4 of policy NZ1 of the Planning Policy Position for Net Zero Carbon in Operation for Greater Essex, and the provision of space heat demand, energy use intensity as defined in requirements 1 and 2 of policy NZ1 of the Planning Policy Position for Net Zero Carbon in Operation for Greater Essex.

Reason: To ensure that the development reduces its contribution to global heating by minimising operational and embodied carbon emissions and will be resilient to changes in the local climate, in-line with the NZ1 and NZ2 policies as documented in the Planning Policy Position for Net Zero Carbon in Operation for Greater Essex.

33

The development shall be carried out in accordance with the approved phasing plan ref 988/000, unless amended by agreement with the LPA.

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

34

The development shall be carried out in accordance with the approved Lighting Strategy, unless amended by agreement with the LPA.

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

Informative(s)

1 INF05

The following development plan policies contained in the Brentwood Local Plan 2016-2033 are relevant to this decision: MG01, MG04, MG05, BE01, BE02, BE03, BE04, BE05, BE07, BE08, BE09, BE11, BE12, BE13, BE14, BE15, BE16, HP01, HP03, HP05, HP06, PC11, NE01, NE02, NE03, NE05, NE08, NE09, and R03.

## 2 INF04

The permitted development must be carried out in accordance with the approved drawings and specification. If you wish to amend your proposal you will need formal permission from the Council. The method of obtaining permission depends on the nature of the amendment and you are advised to refer to the Council's web site or take professional advice before making your application.

## 3 INF22

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

## 4 Secure by Design

Where possible, each element of the proposal shall be constructed to the standard required to achieve Secured by Design accreditation (as awarded by Essex Police) to provide a good standard of security to future occupants and visitors to the site and to reduce the risk of crime, in accordance with Local Plan Policy BE15 and the aims and objectives of the NPPF Chapter 8.

## 5 SuDS

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

The Ministerial Statement made on 18<sup>th</sup> December 2014 (ref. HCWS161) states that the final decision regarding the viability and reasonableness of maintenance requirements lies with the LPA. It is not within the scope of the LLFA to comment



on the overall viability of a scheme as the decision is based on a range of issues which are outside of this authority's area of expertise.

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

#### 6 Cadent Gas

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

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

Prior to carrying out works, including the construction of access points, please register on [www.linesearchbeforeudig.co.uk](http://www.linesearchbeforeudig.co.uk) to submit details of the planned works for review, ensuring requirements are adhered to.

#### 7 Anglian Water

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

The development site is within 15 metres of a sewage pumping station. This asset requires access for maintenance and will have sewerage infrastructure leading to it. For practical reasons therefore it cannot be easily relocated.

Anglian Water consider that dwellings located within 15 metres of the pumping station would place them at risk of nuisance in the form of noise, odour or the general disruption from maintenance work caused by the normal operation of the pumping station.

The site layout should take this into account and accommodate this infrastructure type through a necessary cordon sanitaire, through public space or highway infrastructure to ensure that no development within 15 metres from the boundary

of a sewage pumping station if the development is potentially sensitive to noise or other disturbance or to ensure future amenity issues are not created.

#### 8 Anglian Water

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

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

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

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

#### 8

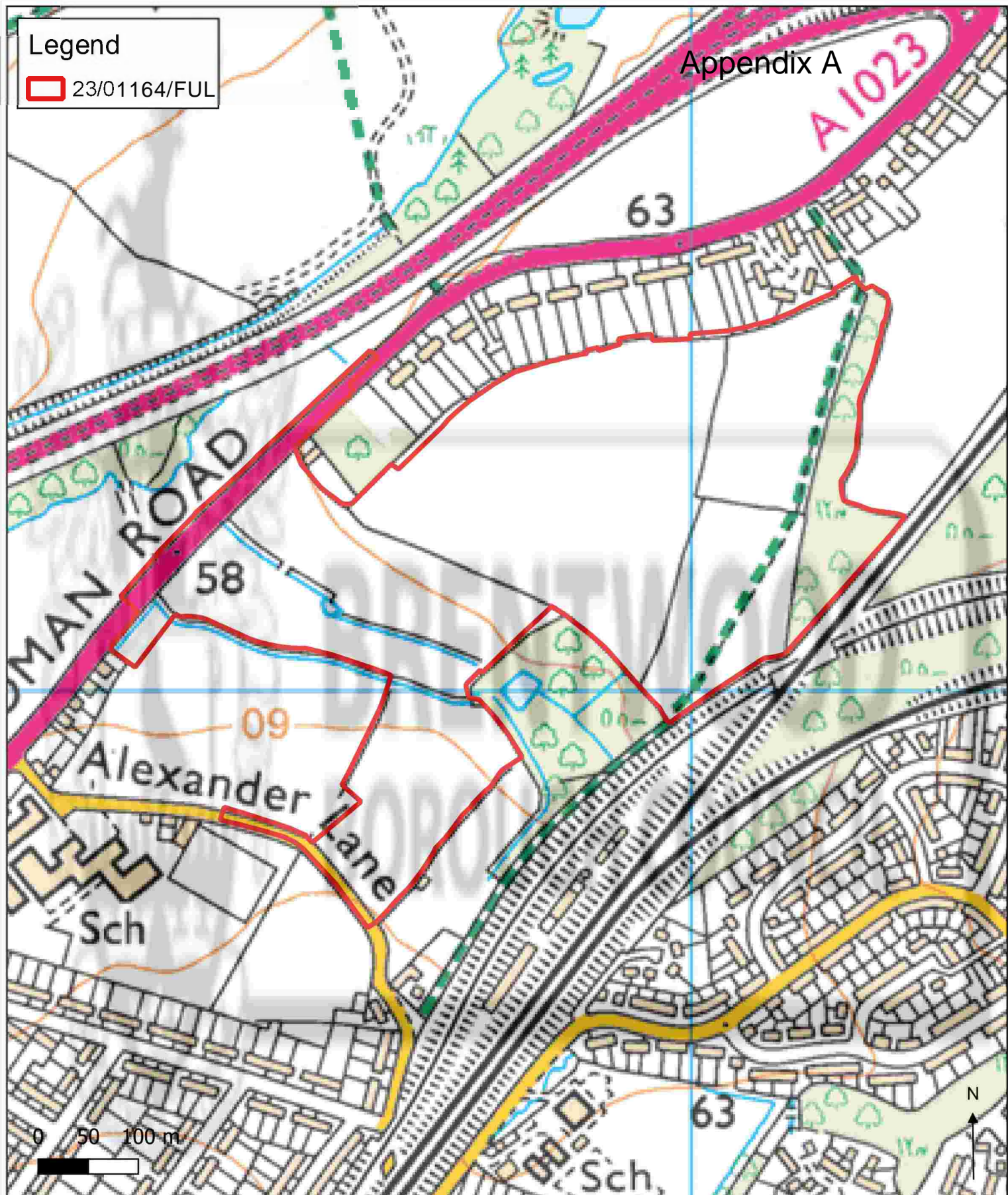
Site clearance and demolition work shall only be undertaken between the months of September and February, after a nesting bird check to be undertaken by a suitably qualified ecologist.

#### *BACKGROUND DOCUMENTS*

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

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

#### **DECIDED:**



## Land North of Shenfield, Alexander Lane, Shenfield

Drawing No. : 23/01164/FUL

Scale at A4 : 1:5000

Drawn by: OSJ

Service: Communications and Digital Engagement

Date: 9th July 2024

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**BRENTWOOD**  
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