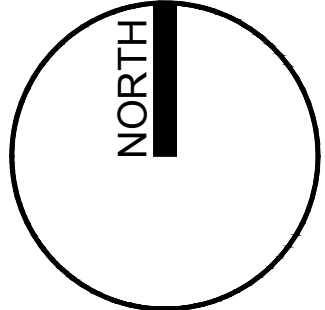
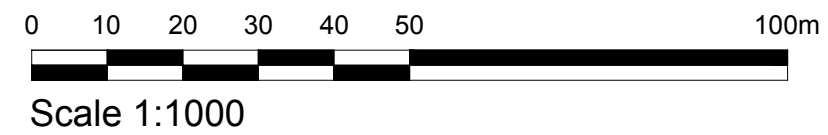
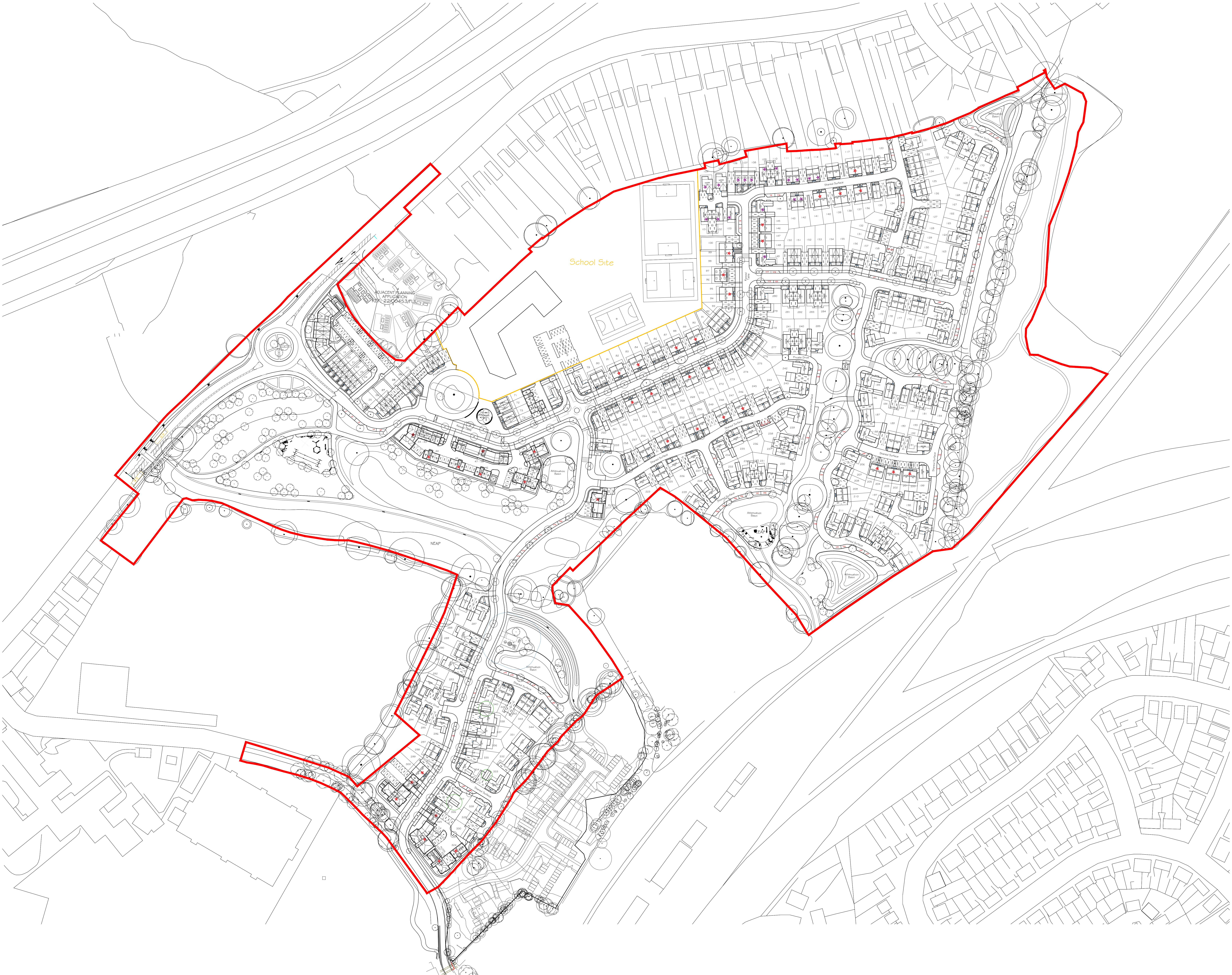


Appendix A

Officers' Meadow Masterplan



- Site Boundary
- Proposed School Boundary
- Affordable Housing
- Custom Build Houses



P	04-09-2023	Landscape information added	YC
N	24-08-2023	Layout updated with balconies added to Flats	YC
M	08-08-2023	Flat Block size updated	AL
L	04-08-2023	Site layout update for the Flats footprint	LB
K	01-08-2023	Flats footprint adjusted, POI footprint adjusted	YC
J	17-07-2023	Flats footprint adjusted, site entrances amended	SFVC
H	13-07-2023	Pre-app and EOP comments addressed	SF
G	22-05-2023	Mix updated to balance affordable plots	SF
F	14-05-2023	Layout amended to suit pre-app feedback	SF
E	07-02-2023	Housing Mix amended	SF
D	03-02-2023	Layout amended to suit design team comments	SF
C	17-01-2023	Layout amended as per Client's comments	SF
A	28-11-2022	Layout revised to suit tree survey	SF

Project:
OFFICERS' MEADOW
SHENFIELD
Client:
CROUDACE HOMES
Drawing:
PROPOSED SITE LAYOUT
BLOCK PLAN
Drawing no: 1643.100
Rev: P

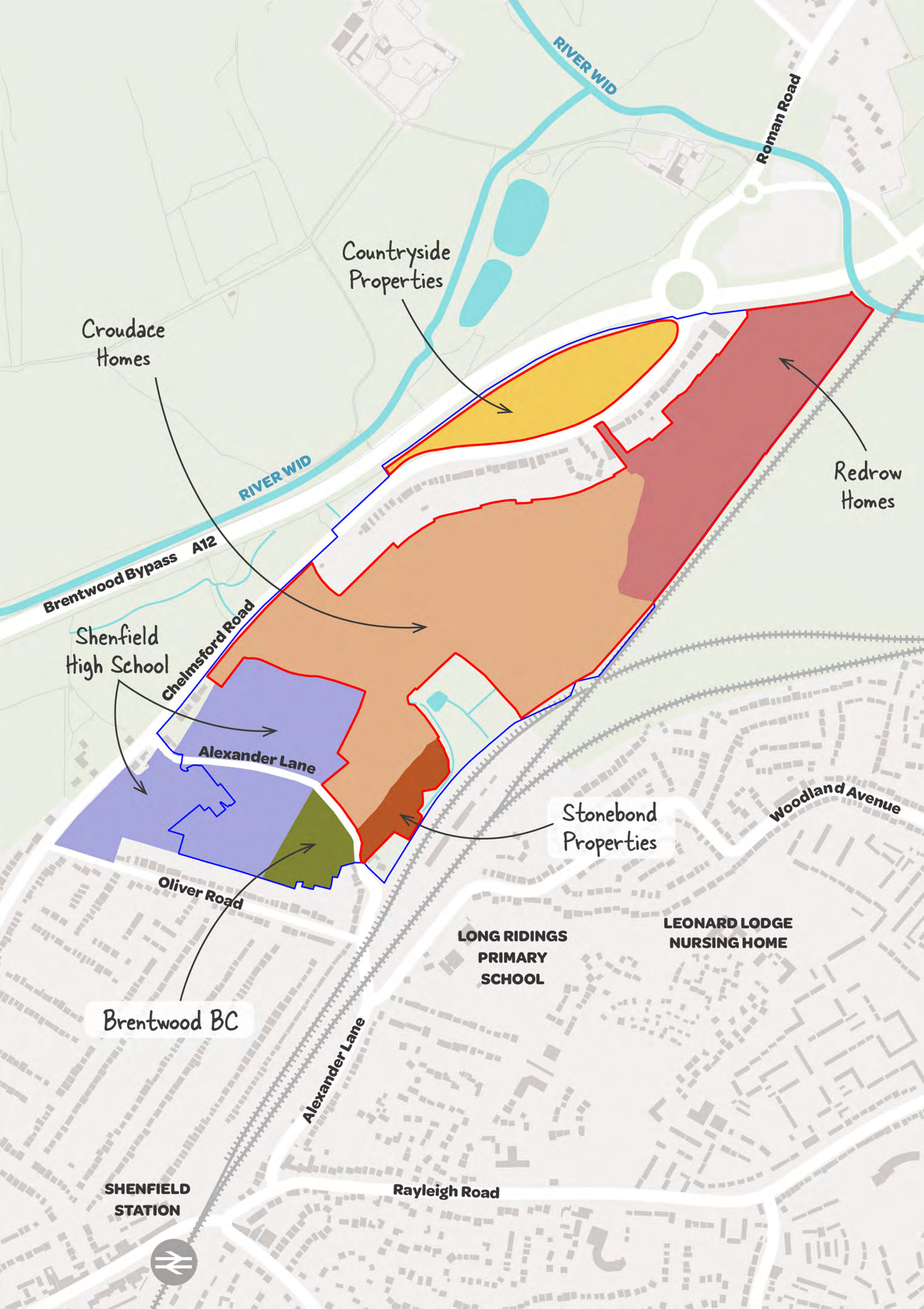
Scale@A1: 1/1000 Date: JUNE 2022 Drawn: SF Checked: -

finc
Finc Architects Ltd
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All dimensions and measurements to be checked on site.
Do not scale from this drawing. This drawing is to be printed in colour.

Appendix B

R03 Land North of Shenfield Masterplan



Countryside
Properties

Croudace
Homes

Redrow
Homes

Stonebond
Properties

Brentwood BC

LONG RIDINGS
PRIMARY
SCHOOL

LEONARD LODGE
NURSING HOME

SHENFIELD
STATION

Rayleigh Road

Alexander Lane

Woodland Avenue

Oliver Road

Alexander Lane

Shenfield
High School

Chelmsford Road

Brentwood Bypass A12

RIVER WID

Roman Road

Appendix C

Scoping Report and Responses

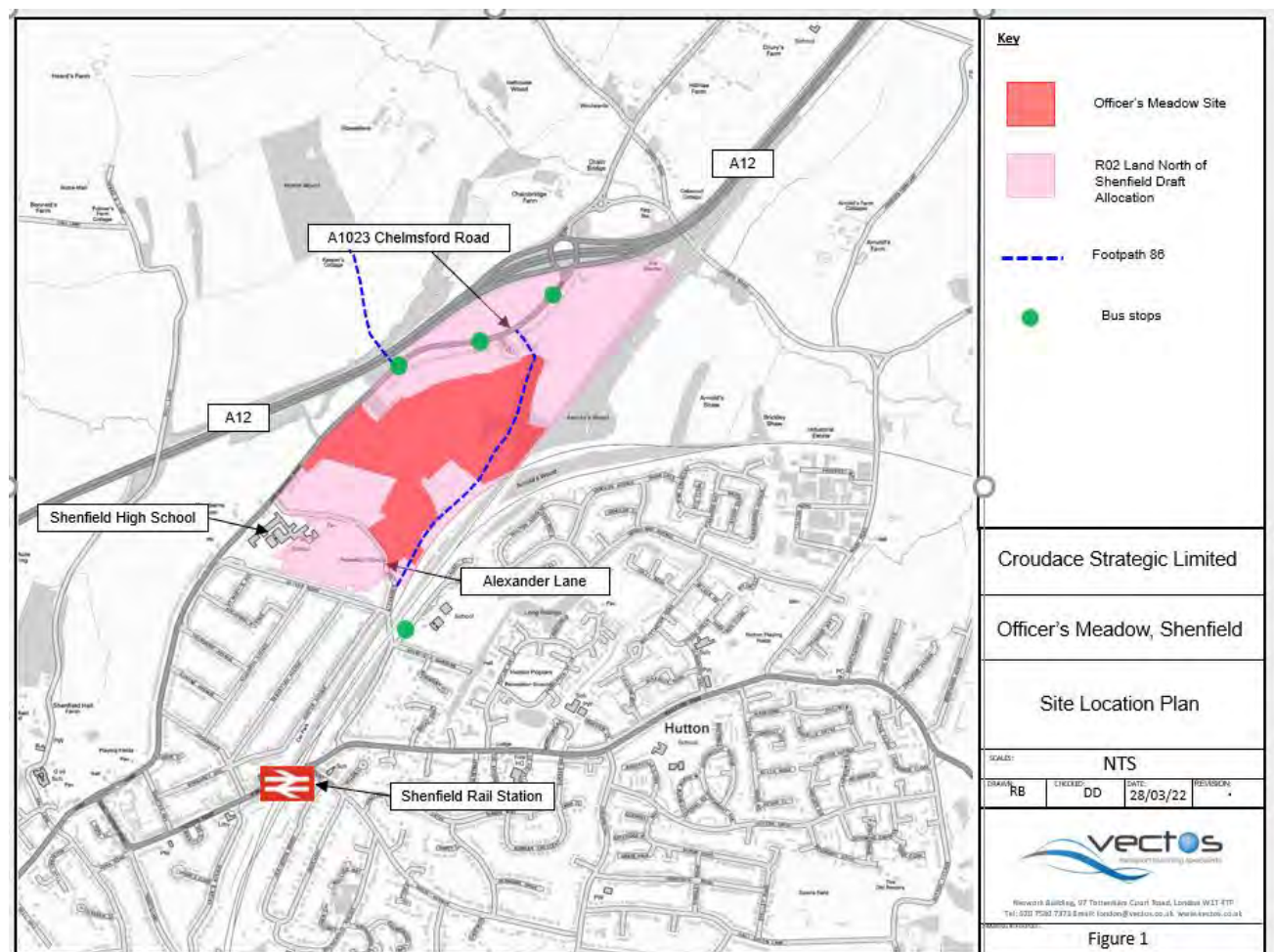
Officer's Meadow, Shenfield Pre-Application Scoping Note

152080/N07

Introduction

- Vectos is appointed by Croudace to provide transport and highways advice in relation to the development of land north of Shenfield referred as 'Officer's Meadow'. The site is allocated within the local plan and the policy for the site is defined in Policy R03 – Land North of Shenfield of the emerging Brentwood Local Plan – Pre-submission Document (February 2019). It should be noted the allocation covers several land owners and developers. Vectos are specifically representing Croudace and the Officers Meadows Site. The site location for the wider site and the Officer's Meadow Site is shown in **Figure 1** below.

Figure 1: Site Location



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March 2022
020 7580 7373
vectors.co.uk

Existing Conditions

2. The site lies within the administrative boundaries of Essex County Council (ECC) and Brentwood Borough Council (BBC). The wider site is bound by Alexander Lane to the south, Chelmsford Road (A1023) to the west, the A12 to the north and a railway track to the east and is located approximately 1km north of Shenfield town centre.
3. As shown on **Figure 1**, a shared footway/cycleway is provided along Chelmsford Road and Footpath 86 runs through the eastern boundary of the site. The closest bus stops to the site are located on Chelmsford Road and Long Ridings Avenue, approximately 400m and 500m walking distance from the site, respectively. The bus stops on Chelmsford Road are served by the 351, 48, 434 and 608 bus services with the 351 having the most frequent service at once an hour. The Long Ridings Avenue stops are served by the 80A and 808 services, with the 808 running at a frequency of every half an hour. Shenfield Railway Station is located approximately 1.1km, or 13-minute walking distance to the south of the site and provides regular services to London Liverpool Street and Southend-on-Sea.

Planning Context

4. The site is allocated for development in Policy R03: Land North of Shenfield, in the Brentwood Pre-Submission Local Plan. As described the allocation covers several land parcels of differing landowners and developers. The wider site is allocated for the provision of around 825 new homes, a primary school and nursery, care home and 2 hectares of employment.
5. Vectos will be providing transport and highways advice in assistance with Croudace to provide circa 400 homes and a care home for the Officer's Meadow site. A primary school is also identified as part of the site allocation.
6. As part of the planning application, the Transport Assessment will review the following documents:
 - National Planning Policy Framework (2021);
 - Essex Local Transport Plan (2011 – 2025);
 - Essex Design Guide (2018);
 - Essex Parking Standards (2009);
 - Development Management Policies (2011); and
 - Brentwood Pre-Submission Local Plan (2019).

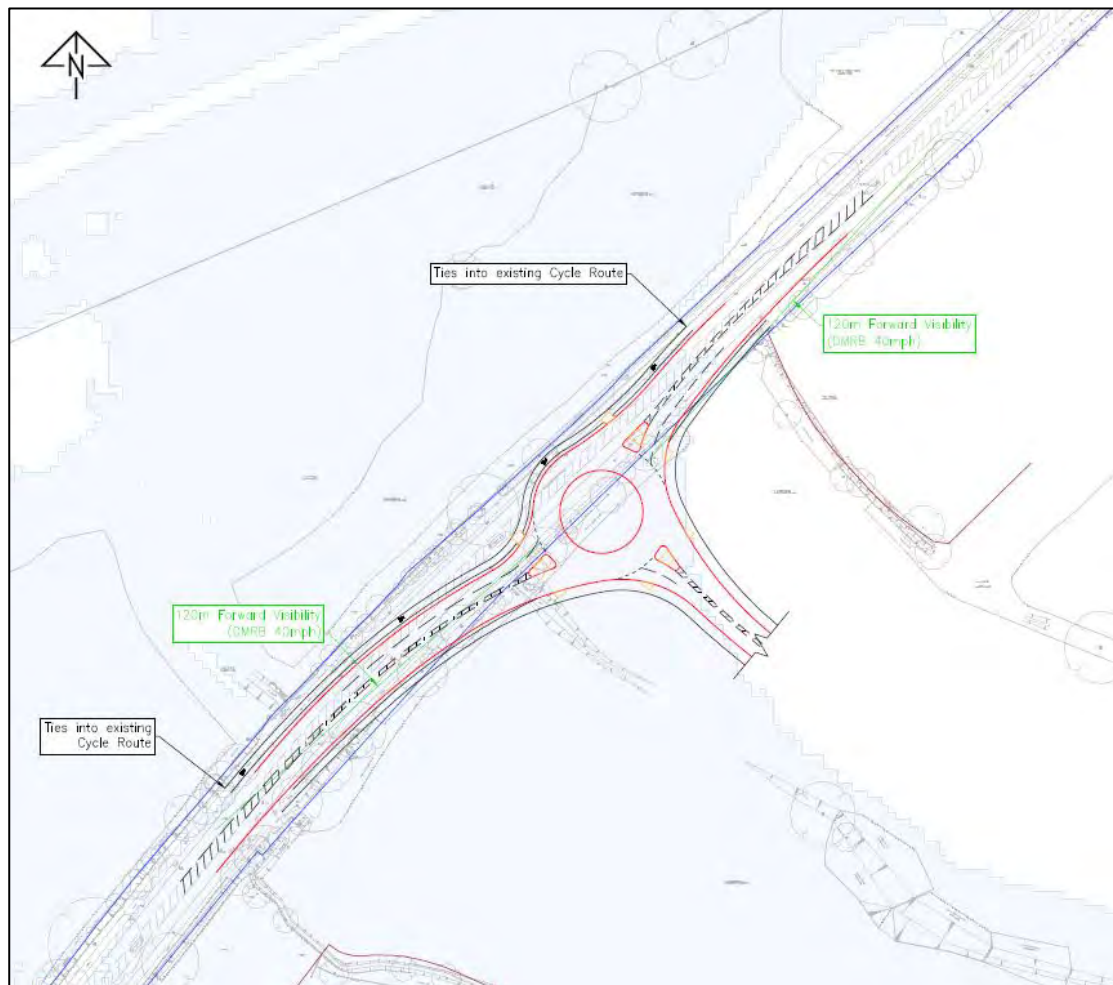
Development Proposals

7. The development proposals for the Officer's Meadow site include the provision of circa 400 homes, with the potential to provide the primary school for the wider site. The residential section of the development will be located within the centre of the site, with the primary school proposed to be located on the southern boundary, adjacent to Alexander Lane.

Main Site Access

8. Site access to the north of the site will be provided in the form of a priority-controlled roundabout on Chelmsford Road. This will be a three-arm roundabout that will provide a suitable access through the Officer's Meadow site and maintaining through movements along Chelmsford Road. A preliminary design is shown in Drawing **152080/A/01 Rev F** in **Appendix A**. A snippet is shown in **Figure 2** below.

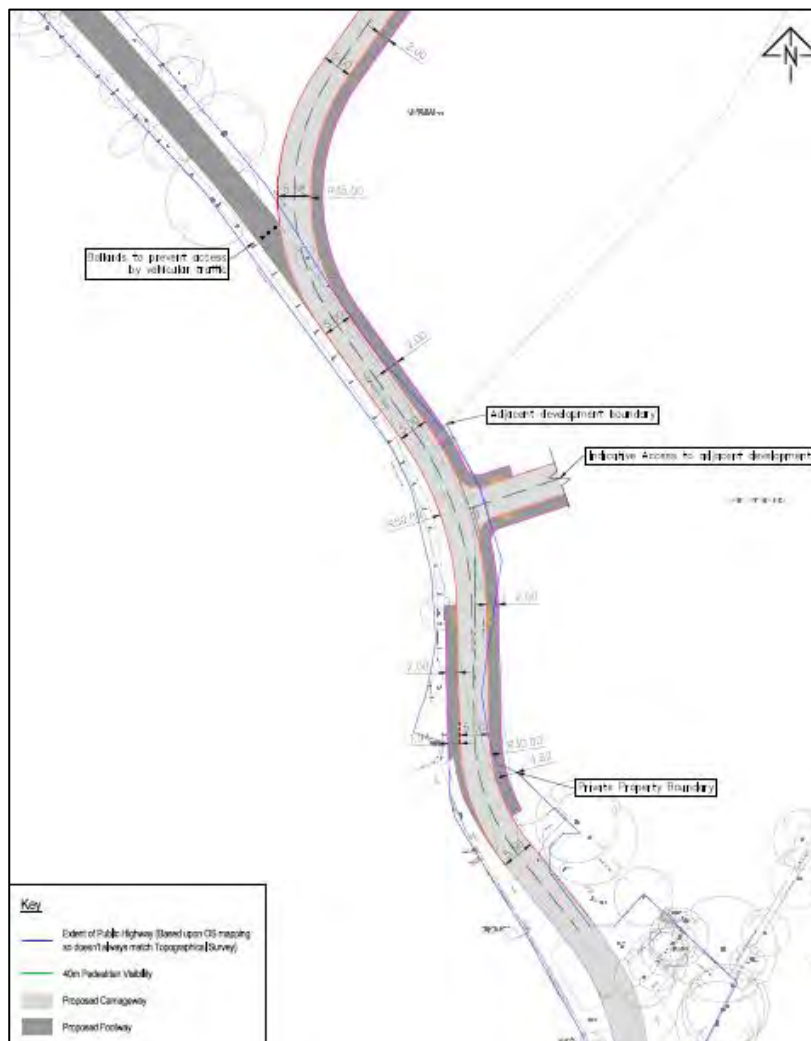
Figure 2: Chelmsford Road Site Access



Secondary Site Access

9. Alexander Lane is proposed to be re-aligned to prevent rat running to Chelmsford Road. This will also ensure enable Alexander Lane to travel through the site and connect to Chelmsford Road at the main site access junction. The road is proposed to diverge approximately 350m west of Chelmsford Road. Initially, bollards will be present on Alexander Lane to prevent vehicles travelling towards Chelmsford Road along Alexander Lane and vice versa.
10. A turning head will be provided so that traffic coming from the northern end of Alexander Lane can turn around and head back to Chelmsford Road in the initial stages of implementation. In the future, the redundant section of Alexander Lane will be completely stopped up and the turning head will be removed. The preliminary design is provided in **Drawing 152080/PD06** in **Appendix A**. A snippet of the design is shown in **Figure 3**.

Figure 3: Alexander Lane Realignment and Site Access



Sustainable Transport

11. Policy R03: Land North of Shenfield, in the Brentwood Pre-Submission Local Plan. States that developments proposed on this piece of land should *“Enhance walking, cycling and public transport services with Shenfield station and local services and facilities in the wider area, including Brentwood Town Centre”* and should *“Provide an improved bus service”*.
12. A comprehensive Masterplan and development phasing strategy will be developed to align with requirements of the site-specific Policy R03 and wider policy BE13: Sustainable Means of Travel and Walkable Streets.
13. Whilst the internal road layout is yet to be confirmed, this will be designed in accordance with local standards and have regard to principles outlined in Manual for Streets. To ensure the internal links within the proposed development are safe and conducive to walking and cycling, these streets would be designed to a design speed of 20mph.
14. The provision of a new school immediately south of Officer’s Meadow will ensure that trips associated with education travel can be achieved through walking and cycling, greatly minimising car trips. The potential to implement a quiet lane across a section of Alexander Lane will also assist with linkages to the school.
15. A number of ‘Green Links’ are proposed within the site to connect to the existing PROW. This will ensure that the site is permeable, and that pedestrians and cyclists are provided with routes to travel into Shenfield town centre. New and improved links though the site will provide pedestrians and cycle connections to the wider allocation site in this area.
16. As part of the design of the Chelmsford Road access, shared-use footways/ cycleways are proposed on either side of the proposed access road. The shared-use facilities will provide a link to the existing footway on the southern side of Chelmsford Road.
17. For cyclists wishing to access the cycleway on the northern side of Chelmsford Road, crossing points are provided on either side of the roundabout on Chelmsford Road. The crossing comprises a refuge island to allow movements across the road in two parts. The cycleway on the northern side of Chelmsford Road would be improved and a width of 3 metres provided across the extent of the access works.
18. Pedestrian connections to Alexander Lane can be incorporated within the new access to the site. In diverting the road into the site, a continuation of the existing footway is proposed. The new footway will be located along the northern side of the road, and a crossing will be present to allow pedestrians to cross onto the existing footway on the southern side. This would provide a direct link for pedestrians accessing the town centre and would be particularly important in terms of enhancing access to Shenfield Railway Station.
19. The initial bus strategy for the site proposes new and improved bus stops on Chelmsford Road with the potential to improve frequencies. It should be noted there are several existing bus stops on

20. Further, improved crossing points will be provided along Chelmsford Road near the access of the site to ensure bus services on both sides of the carriageway can be accessed.

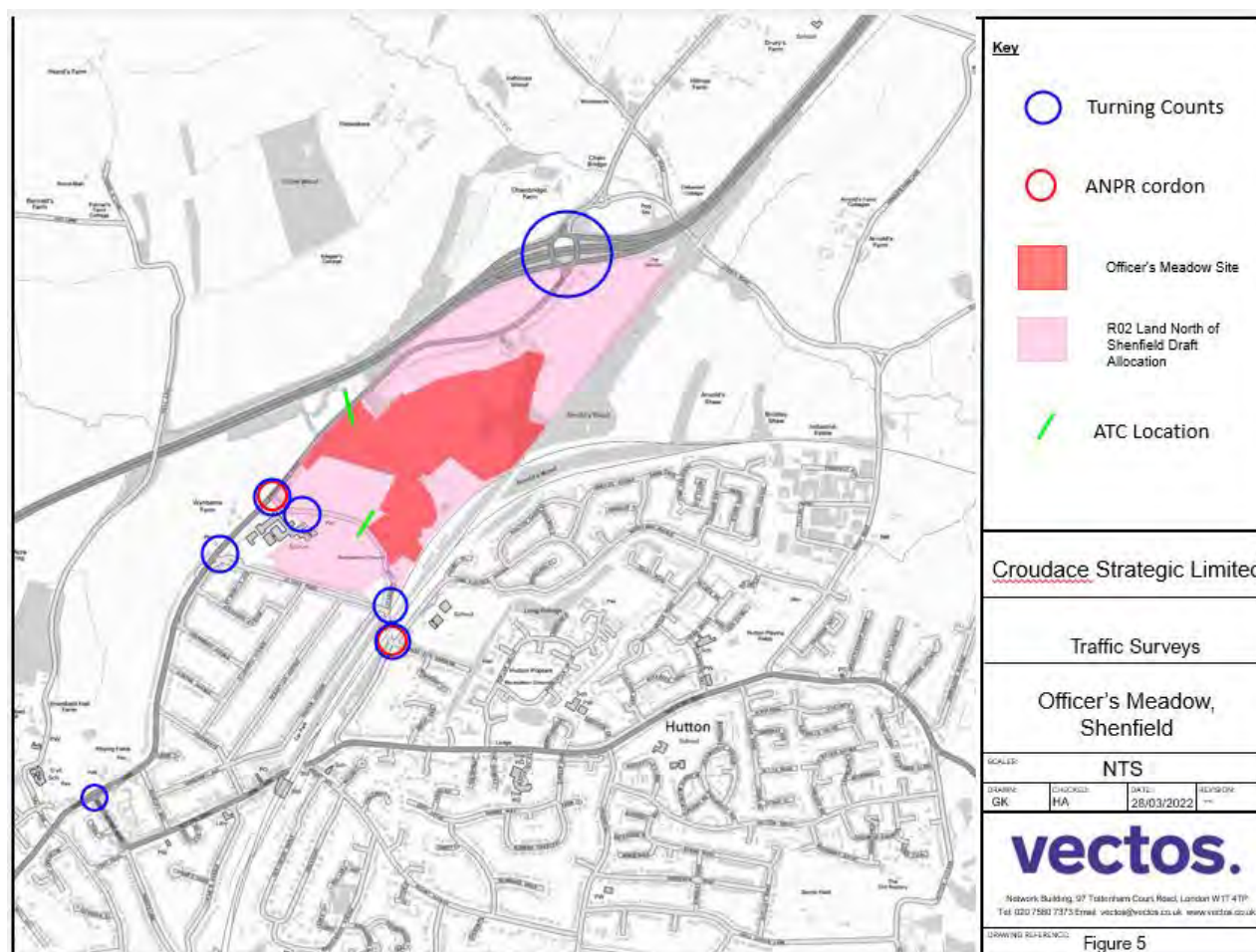
Trip Generation and Trip Distribution

- | | |
|---|---|
| Network Building
97 Tottenham Court Road
London, W1T 4TP | March 2022
020 7580 7373
vectos.co.uk |
| Registered address: Vectos (South) Limited, Network Building, 97 Tottenham Court Road, London, W1T 4TP. Company no. 7591661 | |

Traffic Survey Scope

23. We plan to undertake traffic surveys to inform our assessment. We would plan to undertake these in the coming months ideally avoiding the school summer holidays to ensure they are DMRB compliant.
24. The scope of surveys are set out in **Figure 5** and are summarised below:
- ATCs (covering a weeklong period)
 - Chelmsford Road; and,
 - Alexander Lane.
 - Turning Counts (single weekday 0700 to 1900)
 - A12/Chelmsford Road/Roman Road;
 - Chelmsford Road/Alexander Road;
 - Chelmsford Road/Oliver Road;
 - Oliver Road/Alexander Road;
 - Alexander Road/Long Ridings Avenue/Shenfield Gardens;
 - Shenfield Road/Hutton Road; and,
 - School Access Alexander Road.
 - ANPR Cordon between Chelmsford Road/Alexander Road and Alexander Road/Long Riding Avenue/Shenfield Gardens. (single weekday 0700 to 1900)
25. The purpose of the ANPR surveys is to identify the extend of drivers using Alexander Road as a through route. Movements associated with the school access can be separately identified.
26. Traffic that would redistribute as part of the closure of Alexander Lane as a through route will be redistributed to the network.

Figure 5: Traffic Survey Scope



Scope of Junction Modelling

27. Within our Transport Assessment we will assess the operation of newly proposed access junction and the operation of existing junctions. Considering the development proposals and the local highway network we plan to assess the following junctions through industry standard software i.e., Junctions (ARCADY/PICADY) and LinSig:
- A12/Chelmsford Road/Roman Road;
 - Chelmsford Road / Alexander Lane;
 - Chelmsford Road / Oliver Road;
 - Shenfield Road/Hutton Road; and
 - Site Access – Chelmsford Road.

Scope of Assessment Scenarios

28. As part of the Transport Assessment, we plan to assess the impact of the development under the following scenarios:
 - **Base Case:** 2022 Observed Traffic Surveys
 - **Core Test:** Observed + Permitted Development + with and without Proposed Development
 - **Future Year Case:** 2033 Future Year + Permitted Development + Proposed Development
 - **Cumulative Assessment:** 2033 Future Year + Permitted Development + Wider Site Allocation with and without Proposed Development
29. For the Core Test, Future Year Case and Cumulative Assessment the through movement restrictions to Alexander Lane will be reflected in the analysis.
30. The scenarios defined above allow us to understand the impact directly attributable to the proposed development and the cumulative impacts of the wider site allocation.
31. The 2033 scenario represents a period ten-years post submission of a planning application assumed to be submitted in 2022 and reflects the requirements of National Highways (previously Highways England) for the assessment of the Strategic Road Network which require 10 years post-application.
32. Morning and evening peak hours will be assessed. These will be identified through the traffic surveys by considering the hour during which the maximum traffic passed through the network.

Committed Development

33. These will be considered where identified. Traffic flows will be taken directly from the associated TA. If no traffic is identified or the assessment does not include the extent of assessment identified for the TA, these will not be included.

Site Allocation

34. The wider allocation comprises of four parcels of land, located both east and north of Chelmsford Road. The overall development includes 825 homes and 2ha of employment space, which is a combination of developments promoted by Countryside, Croudace, Stonebond and Redrow. The details of the specific wider sites are provided:
 - Site 158 – Countryside 100 homes + 2ha employment;
 - Site 263 – Redrow 215 homes; and
 - Site 235 – Stonebond 50 homes.

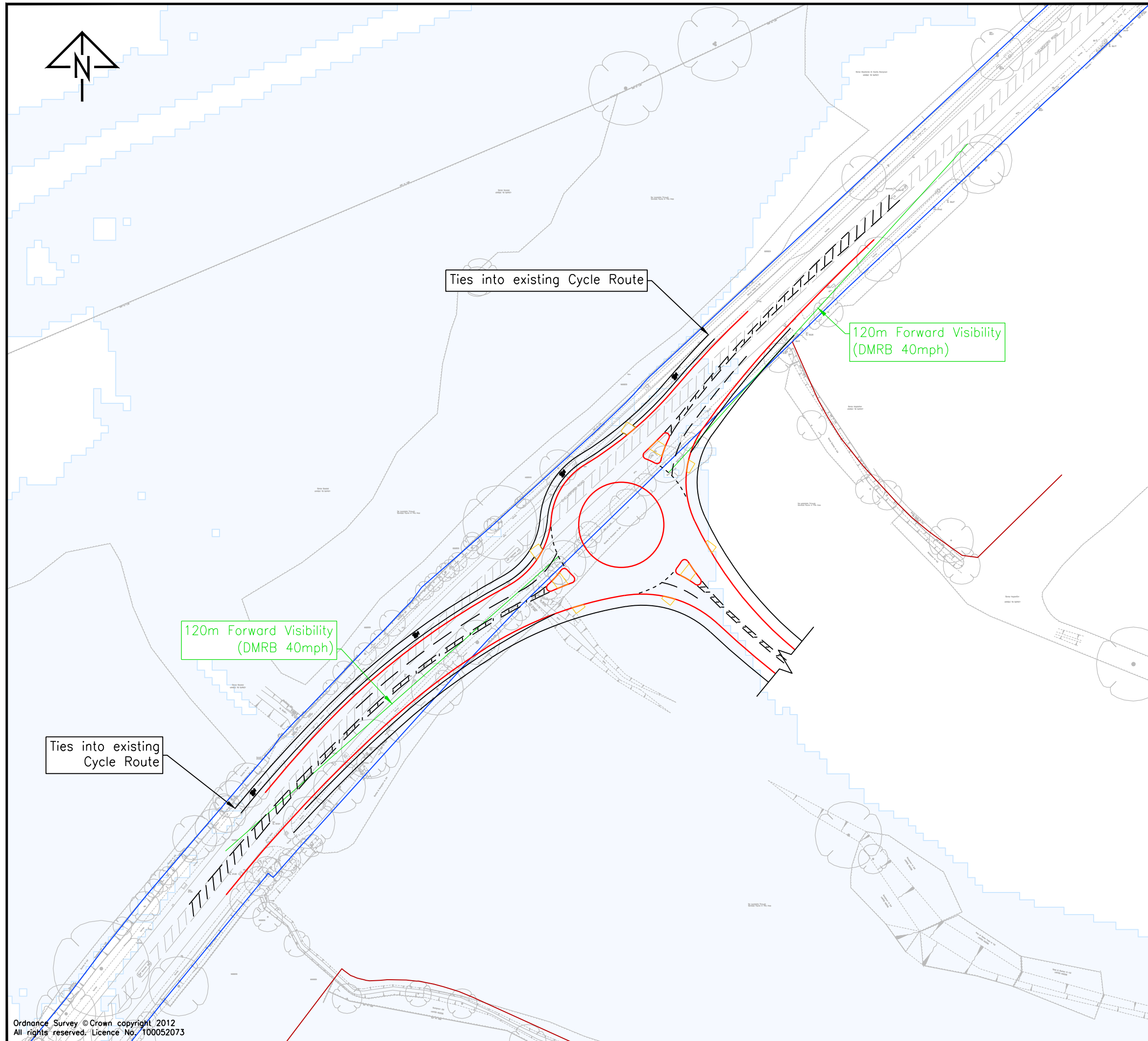
Future Growth

35. The allocation of TEMPro growth factors will be applied to the existing traffic movements. Corrections to the site assumptions will be made to account for committed developments otherwise assumed. The development proposal and wider site allocation will also be removed.

Summary and Conclusions

36. Vectos is appointed by Croudace to provide transport and highways advice in relation to the development of land north of Shenfield referred as 'Officer's Meadow'. The development proposals include the provision of up to 400 homes, and the possibility of a primary school.
37. As part of the pre-application process, Vectos would like to agree the following with BBC:
- The policy documents to be reviewed as part of the planning application;
 - The design of vehicular accesses;
 - The sustainable transport strategy;
 - The trip generation/trip distribution methodology;
 - Scope of traffic surveys;
 - Scope of junction modelling; and,
 - Scenarios to be assessed.

APPENDIX A



Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Key

Highway Boundary (Based on Ordnance Survey so minor inconsistencies on Topographical Survey)

Site Boundary

Flood Plain

F	Roundabout tied into Topographical Survey (previously Ordnance Survey).	JM	SM	11/03/2020
E	Roundabout moved 20m north east to minimise exposure to flood plain.	JM	SM	08/07/2019
D	Proposed uncontrolled crossing added.	JB	GS	07/03/2019
C	Roundabout redesign to increase capacity, Red line added.	JM	GS	31/03/2016
B	Highway Boundary added	JM	GS	29/03/2016
A	2 lanes entry & exit main road arms	JM	GS	23/02/2016

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

Croudace

PROJECT:

Shenfield


DRAWING TITLE:

Proposed Site Access Roundabout

SCALES:

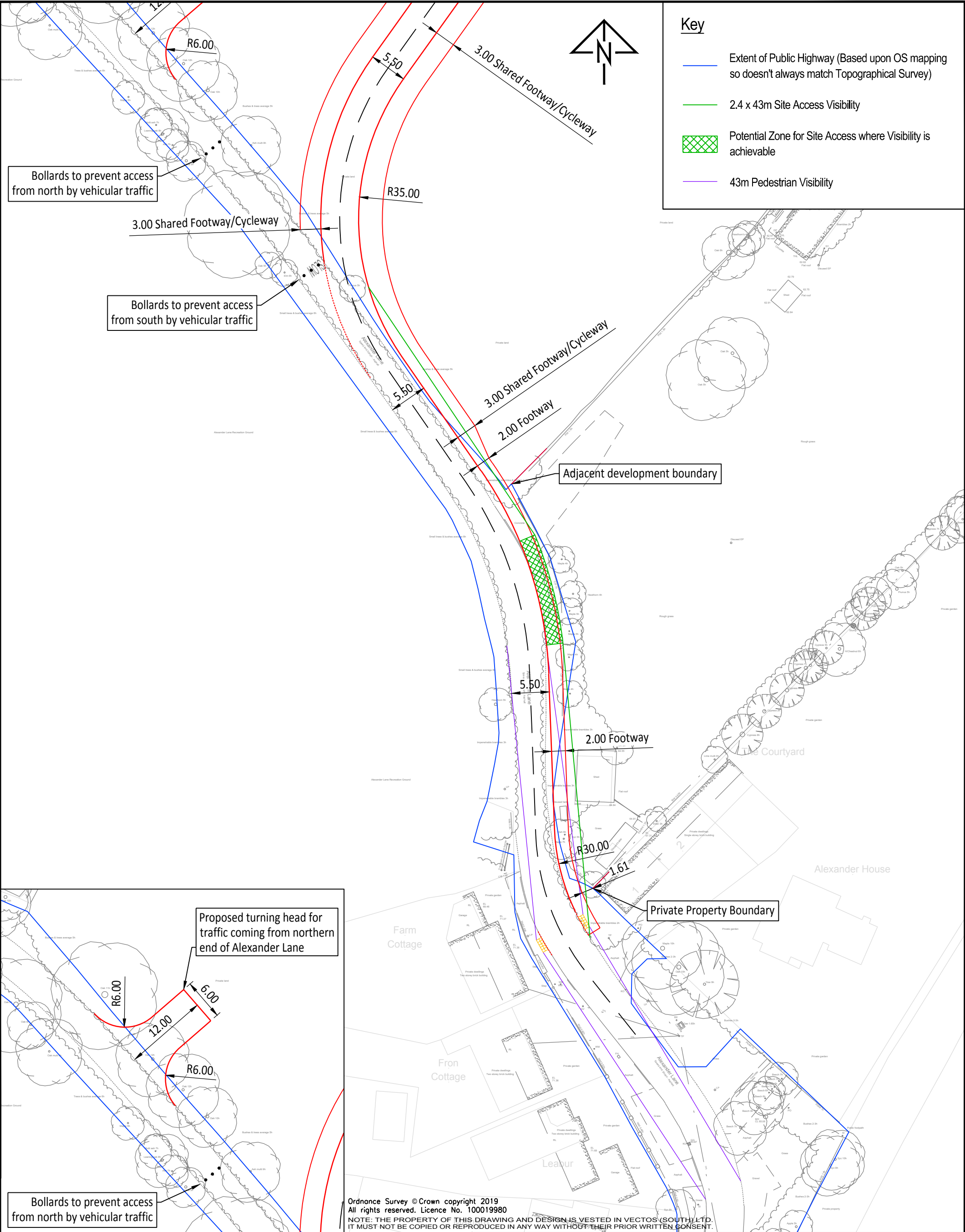
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DRAWN:	JM	CHECKED:	GS	DATE:	12/02/2016
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t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER:	152080/A/01	REVISION:	F
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REV	DETAILS	DRAWN	CHECKED	DATE	Notes:	Shenfield	Croudace
					1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only.	Proposed Re-alignment of Alexander Lane into Site	vectors. Network Building, 97 Tottenham Court Road, London W1T 4TP t: 020 7580 7373 e: enquiries@vectors.co.uk
						DRAWN: JM CHECKED: SM DATE: 01.07.2021 SCALE: 1:500 at A3	DRAWING NUMBER: 152080/PD06 REVISION: .



Kathryn Williams
KEW Planning on behalf of
Brentwood Borough Council
Brentwood
Essex
CM15 8AY

Jane Piper
Stantec
Jane.piper@stantec.co.uk

Date: 31 July 2023

Our Reference: 23/06046/PMAJ

WITHOUT PREJUDICE

Erection of 344 dwellings (including 121 affordable dwellings) accessed from Chelmsford Road and Alexander Lane, as well as a new primary school, with associated highway works, landscaping, utilities, drainage, infrastructure, and parking | Land at Chelmsford Road, Shenfield, Brentwood

I refer to the revised proposal submitted to us on 18th July concerning the above proposal. This is the second pre-application written response that we provide, following the initial pre-application advice given on 19th April 2023. This letter is intended to provide further advice and clarification in respect of the information provided, listed below, to facilitate the application as the proposal approaches formal submission.

Submitted documents:

- Proposed Site Layout, drawing ref. 1643.100 (Rev. J)
- Copy of Land North of Shenfield, Accommodation Schedule (Rev. J)

Please note that this pre-application response should be read in conjunction with the statutory consultees' responses.

1. Introduction and background

1.1 A previous high-level pre-application advice was sought, and a meeting was held on 7th March and 14th March 2023, with advice issued by Brentwood Borough Council on 19th April 2023.

1.2 Key issues previously raised in the April advice include:

- Proposed housing numbers and density were too low.
- The proposal was car dominated with too many frontage parking spaces.
- The entrance gateway to the scheme from the west did not comprise a landmark building.
- Connectivity within the site was poor.
- The proposal did not demonstrate its compliance with the Development Framework.
- The primary school layout would require further discussion with Essex Education.

- 1.3 The proposal was reviewed by Essex Design Review Panel on 7th June.
- 1.4 The applicant submitted a Pre-Application Presentation document on 30th June. During the pre-application meeting held on 6th July, the applicant communicated to officers that a number of positive amendments would be made to the proposal prior to the formal application submission, including the following:
- The biggest cluster of houses (Unit 220-285) would be broken down and provided with footpaths to improve permeability.
 - The vehicle route which cuts through the tree line to east of the site would be removed.
 - The design of the western gateway building would be revised to appear more residential in character.
 - The pedestrian/cycle link near the ancient woodland would be extended further to the south.
 - The boulevard street would have more trees and green verges.
 - Parking spaces would be located to the side of houses.
- 1.5 The applicant has subsequently made revisions to the proposal, submitted to officers on 18th July. Officers shall refer to this latest proposal and provide the following comments.

2. The Site, the Proposal, and the Development Framework

The Site

- 2.1 The site's prevailing conditions are set out in the previous written response issued on 19th April 2023.

The Proposal

- 2.2 The proposal comprises of 344 new dwellings and an area for a new primary school measuring 2.1 hectares. The primary access is via the Chelmsford Road, where a new roundabout will be constructed. Alexander Lane will be re-diverted as part of this development, and this will form the other access point.
- 2.3 A Natural Equipped Area for Play (NEAP) is proposed within the floodplain and a Local Equipped Area for Play (LEAP) is provided near the line of trees, protected under a Tree Protection Order (TPO).

Development Framework

- 2.4 The Masterplan Development Principles Document (hereby referred to as "the Development Framework") has been developed following several revisions and was presented to the Essex Quality Review Panel (EQRP) on 7th June. Local Plan Policy R03 requires the Development Framework to inform any proposals for the allocated site.
- 2.5 The Development Framework will be approved under delegated power and the process for approval will be via a letter from officers. The expected timeframe for the approval is end July / early August 2023.

3. Policy Context

3.1 Brentwood Adopted Local Plan (LP) 2022 is the statutory development plan for assessing this proposal. Relevant LP policies include the following:

- Policy MG04: Health Impact Assessments (HIAs)
- Policy MG05: Developer Contributions
- Policy BE01: Carbon Reduction and Renewable Energy
- Policy BE02: Water Efficiency and Management
- Policy BE04: Managing Heat Risk
- Policy BE05: Sustainable Drainage
- Policy BE07: Connecting New Developments to Digital Infrastructure
- Policy BE09: Sustainable Means of Travel and Walkable Street
- Policy BE10: Sustainable Passenger Transport
- Policy BE11: Electric and Low Emission Vehicle
- Policy BE12: Mitigating the Transport Impacts of Development
- Policy BE13: Parking Standards
- Policy BE14: Creating Successful Places
- Policy BE15: Planning for Inclusive Communities
- Policy HP01: Housing Mix
- Policy HP03: Residential Density
- Policy HP05: Affordable Housing
- Policy HP06: Standards for New Housing
- Policy PC10: Protecting and Enhancing Community Facilities
- Policy PC11: Education Facilities
- Policy PCNE01: 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
- Policy R03: Land North of Shenfield

3.2 Other relevant policy documents that are material considerations in the decision making process include the following:

- National Planning Policy Framework
- National Planning Policy Guidance
- Essex Design Guide
- Parking Standards: Design and Good Practice SPG
- The Essex County Council Developer's Guide to Infrastructure Contributions

4. Assessment

Principle of development

4.1 The principle of development for residential use is supported as the site is allocated for housing delivery. The proposal will also safeguard an area of 2.1 hectares for a new primary school in line with Policy R03 and this is also supported.

Housing Provision

- 4.2 A lower number of dwellings (“at least 700” as outlined in the Development Framework), instead of 825, as set out in Policy R03, is expected to be delivered due to the site constraints.
- 4.3 The housing provision is assessed against Policy HP03 (Residential Density), which requires new developments to achieve a net density of at least 35 dwellings per hectare. No information regarding the net development area and density was submitted. Croudace should submit this information in the upcoming planning application to demonstrate its compliance with Policy HP03 (Residential Density).
- 4.4 The number of units proposed for the Croudace development has increased from 316 units to 344 units, which is a considerable increase and is supported by officers.

Housing Mix

- 4.5 The proposed development needs to demonstrate its compliance with Policy HP01 (Housing Mix).
- 4.6 A Schedule of Accommodation has been submitted. It confirms that 5% of affordable units (7 units) meet M4(3) requirements and all units meet M4(2) requirements. This complies with Part 2(b) and Part 3(a) of Policy HP01 (Housing Mix).
- 4.7 The Schedule of Accommodation confirms that 5% of all units (18 units) are provided as custom build units. This complies with Part 4(a) of Policy HP01 (Housing Mix) and Part 1(d) of Policy R03. At application stage, the proposed plans will need to show the location of the custom build units.
- 4.8 The proposed mix for market housing is roughly in line with the Table of Indicative Size Guide for Market Housing the supports Policy HP01.

Housing Standards

- 4.9 The Schedule of Accommodation should be in square metres and include the following information for each unit to demonstrate compliance with Policy HP06 (Standards of New Housing):
- Floor area (GEA and GIA)
 - Height (in storeys)
 - Details of internal storage provision
 - Details of private amenity provision
 - Details of any communal amenity provision
- 4.10 Floor to ceiling height for each housing type should be shown on the section drawings and internal layouts on proposed floorplans at application stage, to demonstrate compliance with standards.
- 4.11 The requirement for a sunlight assessment was mentioned at the pre-application meeting. This is referenced in supporting paragraph 6.51(c) as being encouraged to provide in the Essex Design Guide for communal amenity spaces. We echo this and encourage the

applicant to prepare a Sunlight Assessment for these spaces, taking into account only the month of June.

Affordable Housing Provision

- 4.12 The scheme proposes 121 affordable units a (35% of the proposed 344 units) in accordance with Policy HP05 (Affordable Housing), which is supported by officers.
- 4.13 The Housing Officer noted that the tenure is currently proposed as 100% Affordable Rent, and has explained that Policy HP05 requests 86% Affordable Rent and 14% Social Rent tenure split. The applicant should amend the tenure to comply with Policy HP05.

Affordable Housing Mix

- 4.14 The previous proposal (316 units) included 64% of 1 and 2 bed units, which has increased to 84% in the current proposal. The 64% was acceptable but the balance in the denser scheme has gone too far and should be reduced, when considered against the background of the need set out in the 2016 SHMA, the 2022 Local Plan and the 2022 SHMA Update.
- 4.15 The number of apartments in the latest proposal has also increased. Given the lack of a commensurate increase in apartments for sale, the increased density has been achieved in part by providing a greater proportion of smaller units in apartments in the affordable mix. This is problematic in terms of both the overall volume of 1 and 2 bed units in the affordable mix, and in terms of a concentration of affordable tenures in particular locations across the site.
- 4.16 There has been a reduction of 2 bed, 3 people units in the current affordable mix, if GIA is considered, compared to the 316 proposal. However, 2B3P units are inherently problematic. A single parent or couple with a single child will find themselves in a position of overcrowding if occupying a 2B3P unit and then end up having a second child. Moreover, if not already occupying a 2B3P unit, the Council would not be able to nominate a family with two children to such a unit. The 2022 SHMA Update provides evidence to support this position.

Affordable Housing Cluster

- 4.17 The emerging Draft Planning Obligations Supplementary Planning Guidance 2022 (SPG) provides recommendations in relation to the distribution of affordable units (Paragraph 3.21). It requires the lesser of 15% of the total affordable units or 12 units to be clustered, noting also that clusters separated by an estate road would represent a single cluster.
- 4.18 The Housing Officer points out the following clusters:
- Cluster northeast of the school plaza.
 - Cluster opposite the school plaza.
 - The two clusters separated by an estate road at the southern gateway entrance.
- 4.19 The Housing Officer advises that the above would result in a disproportionate number of affordable units adjacent to the primary school, whilst there is a notable absence of affordable units in the eastern woodland edge character area, until approaching the southern gateway entrance.

4.20 This SPG has been consulted on but is yet to be adopted, affording it with limited weight at present. However, the SPG is expected to be adopted by the end of 2023 and as such will be a material consideration in the determination of the application.

4.21 The Accommodation Schedule does not reconcile with the proposed layout in terms of location of affordable housing, but officers note the applicant's comment that affordable clusters have been reduced to 12 when these are all houses. Whilst this is positive, it would still result in excessive clustering of affordable clustering. Consequently, officers request the applicant to consider the proposed location of the affordable to ensure minimal clustering.

Site Layout: Housing typology

4.22 Units 223-285 are now articulated into three groups by incorporating footpaths. This improves the permeability of the site and is welcomed by officers.

4.23 There are circa 20 detached dwellings in the southern part of the site. Officers feel there is an opportunity to increase the number of terraced houses at this location, which would help in achieving a higher density and a more attractive townscape. Officers advise Croudace to consider changing Units 335-338 or Units 288-291 to terrace houses with parking spaces positioned on the side.

4.24 The western gateway now comprises an L-shaped apartment building and a row of terraced houses. The car park is positioned at the rear of the building. This is a successful layout and is supported by officers. Officers would also encourage Croudace to introduce more landscape features at this location.

Site layout: Pedestrian Links

4.25 The vehicle route that cut through the TPO tree line in the previous layout has been removed, and a new pedestrian and cycle link is proposed in lieu. This is welcomed by officers, as it improves accessibility to the landscape feature and ensures it full protection preventing it being severed.

4.26 There are new pedestrian links proposed from the shared surfaces (near Units 239 and 211) to the LEAP. Additionally, the LEAP is connected to the Public Right of Way via a new proposed pedestrian link. These revisions are welcomed as they improve the permeability and accessibility of the public open space.

4.27 A new pedestrian link is proposed along the ancient woodland and across the attenuation basin in the northeastern corner. This is also welcomed by officers.

4.28 We encourage Croudace to consider incorporating more pedestrian links across the site at various landscaped areas or public open spaces. For example, new links could be proposed to the south of apartment units 34-70.

4.29 Overall, connectivity within the site has improved, although officers and Place Services would encourage the applicant to explore or enhance a number of additional links, such as:

- The north-south cycle connection.
- A new connection through from plots 241, 242 and 274-277.

- A new link to the south of apartment units 34-70.
- A link through the Croudace and Stonebond parcels.

4.30 Although both Croudace and Stonebond have confirmed that this link could not be delivered, officers request that further consideration is given to it. A connection could be achieved between unit 330 (Croudace) and units 43-45 (Stonebond). The link could take the form of a footpath, which would be privately managed, as many aspects of the development are expected to be. No residential units would be lost as a result of the footpath, yet it would provide a connection through the two parcels closer to the Alexandra Lane entrance. The Council's Tree Officer has confirmed that a replacement tree would be acceptable in this location, if required and subject to details.

Urban Design: Western Gateway

4.31 No architectural details have been submitted for the apartment building at the western gateway, in terms of height, materials, roof type, and elevational treatment. Croudace advised that the design of this building will take cues from Brentwood School. This is considered acceptable. Additionally, Place Services suggest using express gable roof and recommended taking cues from The Avenue in Saffron Walden, in terms of both scale and materiality.

4.32 The row of terraced houses next to the gateway building are 3 storeys high. This is a welcomed approach. Place Services advised that if they are provided with elevations for this element of the proposal, they could provide further comments ahead of the formal submission.

Urban Design: School Entrance Plaza

4.33 The plaza is large area of approximately 800sqm, enclosed by 2.5 - 3 storey buildings, with a design that emphasizes vertical elements. This is supported by officers, although the planning application will need to clarify architectural details and the buildings' boundary treatment with the school.

4.34 The current arrangement, with the veteran tree fronting the primary school entrance, is supported by the Council's Ecologist. However, the plaza design is still high level and additional details are needed in terms of landscape and public realm. Officers and Place Services agree that the design details of the Plaza are important to consolidate its identity, as this is a space that will be used all year round, day and night.

4.35 Officers recommend that the following details be included in the plaza design to improve the quality of the public realm:

- Planting around the plaza to improve legibility.
- Practical and interactive seating.
- Raised table and pedestrian crossing to enhance safety for pupils.
- Lighting.
- No car parking spaces between the plaza and the dwellings around it, to avoid parents parking during drop off/pick up time.
- The way the plaza will function prior to the school being delivered.

4.36 Place Services queried whether the hedgerow extruding from the veteran tree could be retained. If this is not possible, it should be justified in the planning application.

- 4.37 Essex Education raised concerns regarding the school entrance. The private drive in front of units 30-33 could be used by parents dropping off/picking up children. If the drive cannot be removed, Essex Officers have requested for this driveway to be gated, to prevent pupils and parents accessing it. The boundary between the school plaza and the school ground is curved, and Essex Officers raised concerns about maintenance and potential corners where children could hide. It was also queried why the protection area around the veteran tree needs to be so large.
- 4.38 Sport England queried whether that school plaza could be widened and include play features.
- 4.39 The Council's Tree, Landscape and Ecology Officer advised that a protection area designed in a different way (such as a mix of permeable paving and a smaller seating area) to increase the usability of the plaza may be acceptable, subject to no harm to the veteran tree.
- 4.40 Place Services has referred to Dry Street School, Basildon, as a positive precedent that could inform the design process, which manages to avoid the use of fencing at the entrance to the school and therefore avoids the use of gates completely.
- 4.41 The relationship between the plaza and the school, including potential fencing, is a key element of the proposal that needs to be addressed in the planning application,

Urban Design: Apartments near the NEAP

- 4.42 Place Services are concerned that the courtyard at this location has been reduced, and the area leading towards the NEAP lacks natural surveillance. It is thus recommended that the elevational treatments of the flats over garages (FOGs) and the gable ends of the apartments should promote activity and increase natural surveillance.

Urban Design: Boulevard Street

- 4.43 Officers are concerned that there are several house types (in excess of 8) proposed along the Boulevard Street as it would result in a significant variety of architectural features, variations in height, roof types and materials. A more uniform approach is strongly recommended to demonstrate the character identity for this street.
- 4.44 Place Services noted that fewer driveways would reduce breaking the continuous verge, on this primary road and would result in a more organic flow of the road. Croudace are requested to test whether this is possible. Place Services also note that the "pinch point" design approach is welcomed as it helps slow the traffic down.

Urban Design: Woodland Edge

- 4.45 Officers commented during the meeting that the mix of black and white weatherboarding for external cladding is not supported. This material does not have a durable lasting effect in terms of its appearance, and we request alternatives are explored.

Transport Considerations

- 4.46 Officers recommend increasing the number of landscape features on the shared surfaces. Place Services noted that the proposed shared surface areas are longer than those recommended in the Essex Design Guide for Street Types, and should be discussed with Essex Highways Authority.
- 4.47 The Public Right of Way (PROW) should be included in all proposed plans for clarity, to demonstrate connectivity with the PROW.
- 4.48 Officers are aware that the applicant has engaged with Essex Highways Authority in the pre-application process. The Highways Officer will be able to advise on the acceptability of the various transport related matters.

Parking

- 4.49 The frontage parking in the previous layout, (near Units 79-95 and Units 260-280) has been removed. This reduces the presence of vehicles on the streetscape, and is welcomed by officers.
- 4.50 The level of car parking provision has been reduced. During previous meetings with the developer consortium it was communicated to officers that one- and two-bedroom units would have one parking space per unit, and parking spaces for units with three bedrooms or more will be provided in accordance with Essex Parking Standards SPG. Additionally, the visitor parking spaces will also be reduced. This will be applied across the R03 allocation.
- 4.51 The reduction in parking is welcomed by officers and we encourage Croudace and the other land owners to explore further opportunities to reduce the level of parking provision. The Highways Authority raises no objection to this, and advised that all schemes will need to make a contribution towards a Traffic Regulation Order to monitor and address potential congestion along the Chelmsford Road and Alexander Lane.
- 4.52 The Transport Assessment submitted with the planning application will need to address the impact the proposal has on the wider area and set out in the proposed car parking strategy, demonstrating that the level of car parking provision is sufficient given the sustainable location of the site.
- 4.53 There are 9 visitor parking spaces (V35, V36, V40, V41, V48, V49, V50, V51, V56) close to the vertical tree line to the north-east of the site, with no nearby footpath. Officers consider that this area is still car-dominated and request that these car parking spaces are relocated, and that a pedestrian footpath is provided along the vehicle route to the east of the tree line.
- 4.54 It is strongly recommended that all plots are provided with access to electrical charging points, and that the cycle parking strategy is fully aligned with the requirements of Essex Parking Standards SPG.

Open Space and Play Areas

- 4.55 The proposed NEAP area and footpaths are located within the flood zone. This is acceptable to officers subject to further detail to confirm the NEAP can be safely used throughout the year.

- 4.56 Due to the distance between the NEAP and residential buildings, and thus absence of natural surveillance, officers and Play Services recommend exploring the option of moving the NEAP further to the north, above the attenuation basis, or to the west.
- 4.57 The proposed LEAP area is now equipped with a boardwalk. This is welcomed by officers. The Council's Ecologist also supports the boardwalk at this location as it encourages the public to walk away from the ancient woodland.
- 4.58 Further details of the proposed LEAP and NEAP areas should be submitted to assess compliance with Policy NE05 (Open Space and Recreational Facilities) and the suitability of the landscape details.

Landscape

- 4.59 The submitted site layout plan currently includes high-level information in terms of the landscape. Further details should be included within the Landscape Strategy in the application submission. Officers would expect the planning permission to be accompanied by a comprehensive Landscape and Planting Strategy.

Ecology

- 4.60 The Council's Ecologist noted that there are some good-quality trees in the area where the new roundabout is proposed. Croudace should submit more information regarding the trees that will be removed and measures for compensation, in line with Policy NE03 (Trees, Woodlands, Hedgerows).
- 4.61 The proposal will incorporate non-native species in its NEAP and LEAP area. The Council Ecologist confirmed that this is acceptable, provided the species are appropriate. The Council's Ecologist explained that many local, endemic trees are dying because of diseases related to climate change, and it is unlikely to be viable to maintain only local species in this development.
- 4.62 No information regarding Biodiversity Net Gain has been submitted, however this must be included in the planning application.

Noise

- 4.63 The site is not bound by any major highway, with the exception of Chelmsford Road to the west. The Council's Environmental Health Officer does not consider that the noise raised from traffic would be a significant concern and that appropriate levels are likely to be achieved through built form.
- 4.64 Essex Education advised that the vacant school site should have a baseline noise level under 55dB and that they would not support the use of the building for noise mitigation. However, the Council Environmental Noise Officer commented that, without a building in place, the desired noise level would not be achievable, unless an acoustic fence was erected along the north boundary of the school site. From an urban design perspective, this would not be supported unless strictly necessary.

- 4.65 Additional discussion is required to address this point, once the Noise Assessment is submitted to officers and Essex Education.

Education Provision: Transfer

- 4.66 Croudace has queried the safeguarding of the school site and the financial contributions that other sites would be required to make towards it. We advise Croudace to refer to Developer's Guide to Infrastructure Contributions for further details.
- 4.67 In terms of the safeguarding period, legal agreements usually include a ten-year option period, during which Essex County Council can require the transfer of the land. If the County has not entered into a contract to provide the facility within five years of the transfer, then the land will be handed back to the developer.
- 4.68 Croudace is required to prepare a Land Compliance Study for the land intended for transfer, as part of the planning application. Essex County Council will assess the study and provide feedback to officers.
- 4.69 Croudace is also required to undertake pre-transfer works, to be agreed with Essex Education. The most common requirements are decontamination, site levelling, access, utility connection rights and fencing. 'Appendix E: Land Pre-Transfer Works' of the Developer's Guide provides further details.

Education Provision: Delivery

- 4.70 Essex County Council has a 10-year plan: 'Meeting the demand for school places in Essex'. This is updated on an annual basis and sets out the forecasted availability of school places in each area of the County.
- 4.71 In the case of Essex County Council seeking contributions from developers, evidence will be provided that the infrastructure is required (in whole or in part) to serve the proposed development.
- 4.72 Triggers for payment of contributions are generally commencement and first occupation of a development. However, on larger phased developments, as in the case of the Croudace scheme, there may be more triggers tied into occupation points.

Education Provision: Layout

- 4.73 As previously discussed, Essex Education does not support the provision of drop off/pick up areas for the following reasons:
- The school site should solely be used for education proposes.
 - The school would not have the ability to manage and maintain this facility.
 - The drop off/pick up facilities will attract additional traffic.
- 4.74 Essex Education encourages parents to utilise visitor parking spaces for drop off/pick up. Therefore, we advise Croudace to reduce visitor parking spaces near the TPO tree line to the east of the site, and increase parking near the school.

- 4.75 Whilst the internal layout of the school will only be progressed should Essex Education decide to deliver the school in the future, Croudace advised that a high level site plan has been prepared for the purpose of the planning application, to assess the relationship between the entrance and the school plaza, and for noise assessment purposes.

Planning Obligations

- 4.76 The Council's Policy Officers provided an initial calculation of infrastructure contribution for both the allocated site and the Croudace parcel (this is based on 348 dwellings).
- 4.77 Croudace asked for calculations for all parcels of the R03 allocation to be shared with the developer consortium. These will be shared in due course.
- 4.78 Sport England is also preparing an initial calculation of the contribution towards outdoor sports provision, which will be shared with you in due course.

Community Engagement

- 4.79 Croudace advised that 1,800 consultation letters were distributed in the locality and that a public consultation was held on 11th July 2023 in the form of an online webinar. Additionally, the developer consortium launched a consultation website. This is welcomed by officers. Details of the public consultation and of the responses received should be set out in the Statement of Community Involvement.
- 4.80 Brentwood are looking to provide a link on their planning web page to the Shenfield consultation website, to ensure that the Development Framework and an update on the status of each development are accessible to the widest possible audience.

Other Matters

- 4.81 The following advice has been provided in the previous written response and is still relevant to this pre-application:
- Refuse: The forthcoming application should provide detailed information regarding the proposed refuse strategy, including dimensions of the refuse stores and how they will be accessed by the Council refuse collection team.
 - Air Quality: Policy NE08 (Air Quality) requires major developments to be accompanied by an Air Quality Impact Assessment. This should form part of the application submission.
 - Land Contamination: The application should be accompanied by a Contaminated Land Assessment (Site Investigation Phase 1), in line with Policy NE10 (Contaminated Land and Hazardous Substances).
 - Heritage Statement: The application should be accompanied by a Heritage Statement to supplement an earlier Appraisal (2018), in line with Policy BE16 (Conservation and Enhancement of Historic Environment).
 - Health Impact Statement: According to Policy MG04 (Health Impact Assessments), residential proposals of 50 or more units should be accompanied by a Health Impact Assessment. This should form part of the application submission.
 - Sustainability: According to Policy BE01 (Carbon Reduction and Renewable Energy), all applications for major development should be accompanied by a Sustainability Statement. The Sustainability Statement will need to address the

requirements of Policies BE01 (Carbon Reduction and Renewable Energy) and BE02 (Water Efficiency and Management).

- Drainage and Flooding: The policy text for Site Allocation R03 states: “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”. The application will need to be accompanied by a Flood Risk Assessment and a Drainage Strategy, confirming that the development will be able to achieve greenfield run-off rates in line with policy requirements. The reports should address the requirements of Policies BE05 (Sustainable Drainage) and NE09 (Flood Risk).

5. Conclusions

- 5.1 Overall, officers consider that several positive changes have been made to the proposal, although some elements are still high level needing further information and others require amendments.
- 5.2 There are a number of supporting reports that will need to accompany the submission, as listed in the first pre-application response. Additional comments on the information required is provided in Section 4 and throughout this letter.
- 5.3 I trust that this information is of assistance and should you require further clarification following receipt, we are available to discuss.

Yours sincerely,



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