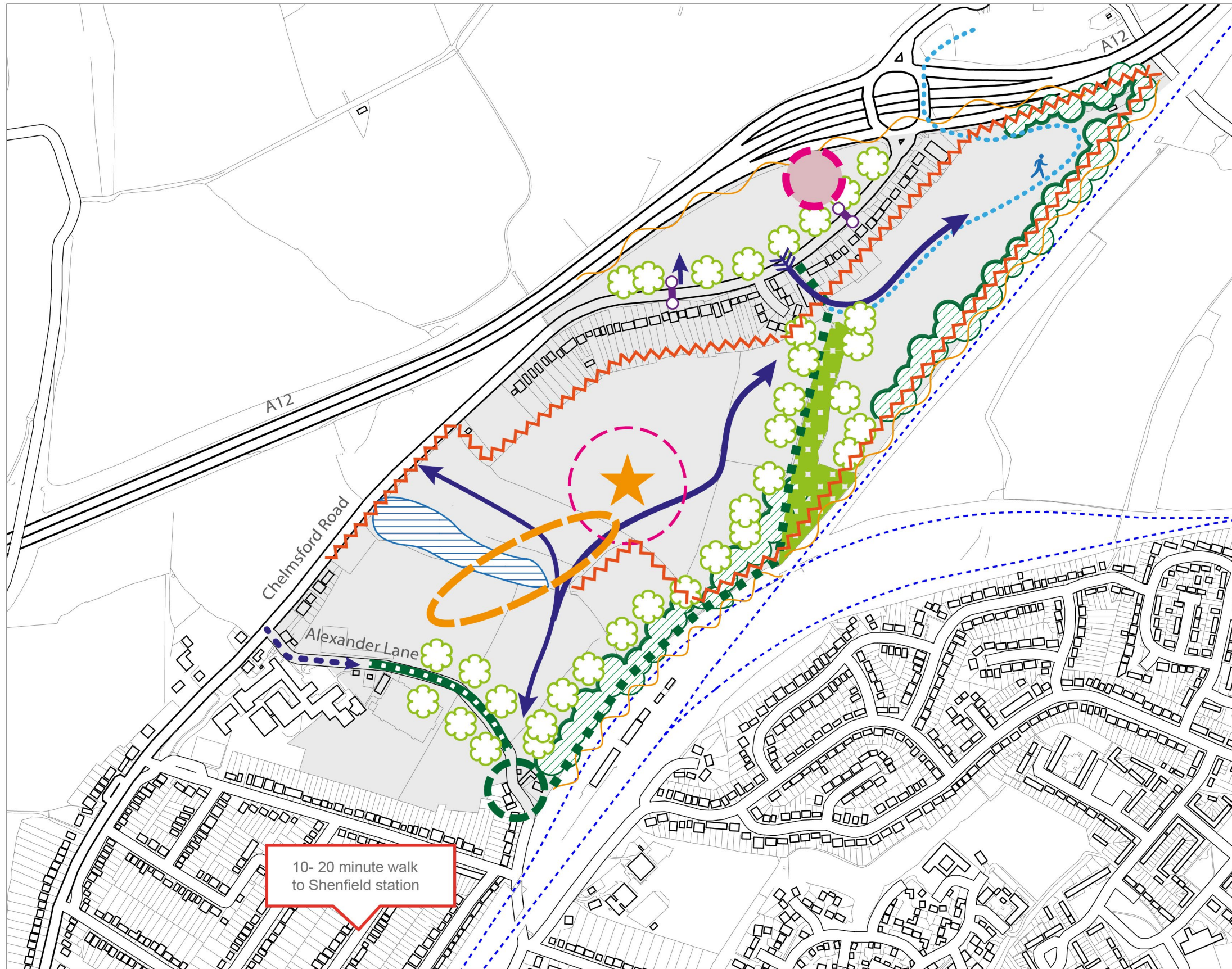


SITE ANALYSIS OVERVIEW





















- October 2018 -





LAND NORTH OF SHENFIELD

Site R19

-  Key gateway opportunity
-  Entry node into development
-  Primary access route
-  School & existing access only
-  Northern access egress potential
-  Quiet lane opportunity
-  Pedestrian crossing opportunities
-  Improved pedestrian connections
-  Existing Public Right of Way
-  Sensitive/ residential edge
-  Acoustic buffer measures
-  Potential school area
-  Potential community facility
-  Focal Zone
-  Local Wildlife Site protection & enhancement
-  Green and Blue Infrastructure enhancement and management
-  Blue Infrastructure Management as a focal point and inform layout
-  Existing boundary planting
-  Site area
-  Railway



0 250 m

Plans are indicative and do not represent the final proposals.

LAND NORTH OF SHENFIELD - SITE R19 SURVEY (PLANNING ASSESSMENT)

GENERAL DESCRIPTION OF THE SITE

Existing land uses observed	A number of grassed fields which do not appear to be in active agricultural use on land to the south. The two parcels of land to the north are in active agricultural use.
Greenfield or Brownfield	Greenfield.
Topography	Relatively flat across majority of the site. Land does slope down towards the River Wid in the north east. The parcel of land to the north of Chelmsford Road (A1023) also slopes down to the south west.
Ground conditions	Majority of site is grassed delineated by mature hedges and trees. The two northern parcels comprises actively used agricultural land.
Significant features	Area of ancient woodland/Local Wildlife Site (Arnold's Wood) situated towards the centre of the site. Culvert runs from Chelmsford Road in an easterly direction.
Evidence of contaminated land	None was evident.

SITE SURROUNDINGS AND ACCESS

Surrounding land uses	A number of existing residential properties (including car repair centre and petrol station) adjacent to the south of Chelmsford Road (A1023). Shenfield High School and playing fields situated to the south west. Further residential properties situated to the east and western ends of Alexander Lane. Railway line adjoins the eastern boundary and A12 adjoins the northern boundary of the site.
Description and condition of site's boundary features	Subject to detailed report.
Potential impacts from surrounding uses	The railway line to the east of the site is situated at a higher level and exposed in places which could lead to noise disturbance. Some noise could be generated from the Shenfield High School playing fields to the south during the daytime weekdays. Both the A12 and Chelmsford Road (A1023) have potential to cause noise disturbance especially at peak times.
Potential impacts to surrounding uses	A number of the existing residential properties that adjoin the south of Chelmsford Road (A1023) have an open aspect to the proposed development at the rear. Due to the site containing different parcels of various sizes views are not of the entire site. Due to the elevated nature of the railway line the site is well screened from properties on the opposite side.
Site's existing access arrangements	There are multiple access points to the various parcels. Land to the south has existing agricultural gated access, potential to link an access here with Alexander Lane. Land to the north east has existing access on Chelmsford Road (A1023) alongside the car repair centre. Land to the north west has an informal agricultural access onto Chelmsford Road (A1023).
Barriers to / impacts of providing suitable site access to public highway	Safe means of access onto Chelmsford Road (A1023) appears to be possible. Consideration would need to be given to suitability of potential multiple access points along Chelmsford Road (A1023).
Description of surrounding access network	<p>Chelmsford Road (A1023) is the main distributor road serving Shenfield and Brentwood from J12 of the A12 which adjoins the northern boundary of the site. The speed limit for Chelmsford Road changes from 40mph to 30mph heading towards Brentwood.</p> <p>Alexander Lane is a narrow lane bounded by high hedges with no public footpaths for large portions of it. At peak times this road is well used as a route to travel towards Shenfield Station. The speed limit for Alexander Lane is 30mph.</p>

LANDSCAPE AND SETTLEMENT COALESCENCE	
Description of views into the site from surrounding areas	The majority of the site is well screened by trees, shrubs and hedges along the boundaries and on internal field boundaries. Main views into the site are possible from Chelmsford Road (A1023) and also from properties backing onto the site which have views. The north western parcel is also visible from J12 of the A12 where there is no screening. Views of part of the site in the east possible from railway line which is at a higher level.
Description of views from the site	The majority of the site is well screened by trees, shrubs and hedges along the boundaries meaning there are no distant views from the site to the surrounding area.
Potential for settlement coalescence	The site is situated on the edge of the Brentwood urban area. It is bounded by the A12 to the north, the railway line to the east, existing residential properties to the south and Chelmsford Road (A1023) to the west. Low risk for settlement coalescence.
HERITAGE	
Potential impact on setting of Listed Buildings	Low quantum of designations on the Chelmsford Road outside of the site allocation at the south west. Within immediate context on the A1023 – GVII listed building of milestone in road verge opposite number 179.
Potential Impact on Conservation Areas	There are no Conservation Areas within the site allocation or its immediate context.
Other possible impacts	Historic Woodland, Linkage to Arnolds Wood.
NATURE CONSERVATION AND ECOLOGY	
Potential features or areas of ecological interest	Should be subject to detailed report.
Tree coverage and observed condition of trees	Should be subject to detailed arboricultural report.
Potential impacts of development on any designated areas	Should be subject to detailed arboricultural report.
FLOODING	
Describe presence and condition of water bodies on site	Southern parcel has culvert running beneath the site running from Chelmsford Road in an easterly direction. Small silt pond situated next to the railway line. This is connected to the recently completed Crossrail works that took place. River Wid adjoins the north eastern boundary of the site.
Evidence of current or past flooding?	Small parcel of land off Chelmsford Road is classified as Flood Zone 2 and 3 - Flood Zone 2 - land assessed as having between a 1 in 100 and 1 in 1,000 annual probability of river flooding (1% – 0.1%), or between a 1 in 200 and 1 in 1,000 annual probability of sea flooding (0.5% – 0.1%) in any year. Flood Zone 3 - land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%), or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year. A water course feature is also identified nearby on part of the site towards the A1023. The Environment Agency's Flooding from Surface Water Map indicates a significant corridor of low, medium and high surface flood risk running across the site from west to east. Further analysis including site specific flood risk modelling is likely.

OTHER POINTS	
Any other issues not covered by the above	<p>Agricultural Land: The site is on Grade 3 agricultural land, which might include ‘best and most versatile’ land. The two parcels of land to the north are in active agricultural use.</p> <p>Air Quality: There are not any Air Quality Management Areas in close proximity to the site. The A12 is in close proximity to the northern boundary of the site which is a potential source of air pollution.</p> <p>Minerals: Not within Minerals Safeguarding Area.</p>



WEST HORNDON INDUSTRIAL ESTATE Site R27

-  Community focal area
-  Village centre with mixed use
-  Improved pedestrian connections
-  Improved vehicular access
-  Secondary access/ egress
-  Opportunities for Green and Blue Infrastructure/ urban ecology
-  Green buffer/ edge
-  Acoustic buffer measures
-  Public Right of Way
-  SUDS/ Flood risk mitigation
-  Site area
-  West Horndon Station
-  Area outside of Brentwood Borough



0 250 m

Plans are indicative and do not represent the final proposals.

WEST HORNDON INDUSTRIAL ESTATE - SITE R27 SURVEY (PLANNING ASSESSMENT)

GENERAL DESCRIPTION OF THE SITE

Existing land uses observed	Majority of the site comprises an industrial estate in active use. Small area of land to the east is a grassed field.
Greenfield or Brownfield	Majority of site is brownfield with a small area of greenfield to the east.
Topography	The sites and surrounding area are flat.
Ground conditions	Existing operational industrial estate with buildings surrounding by tarmac, concrete and a small area of grassed land to the east.
Significant features	Small water feature surrounded by trees present to the west of the site. A strip of boundary planting is present in the middle of the site running north to south separating the two halves of the site. Culvert runs under the middle of the site from north to south towards the railway line.
Evidence of contaminated land	Potential risk due to long term presence of industrial activity.

SITE SURROUNDINGS AND ACCESS

Surrounding land uses	Agricultural land to the south, west and north with residential properties to the east.
Description and condition of site's boundary features	Subject to detailed report.
Potential impacts from surrounding uses	The railway line to the east of the site is situated at a higher level and exposed in places which could lead to noise disturbance. Some noise could be generated from the Shenfield High School playing fields to the south during the daytime weekdays. Both the A12 and Chelmsford Road (A1023) have potential to cause noise disturbance especially at peak times.
Potential impacts to surrounding uses	A number of the existing residential properties that adjoin the south of Chelmsford Road (A1023) have an open aspect to the proposed development at the rear. Due to the site containing different parcels of various sizes views are not of the entire site. Due to the elevated nature of the railway line the site is well screened from properties on the opposite side.
Site's existing access arrangements	There are multiple access points to the various parcels. Land to the south has existing agricultural gated access, potential to link an access here with Alexander Lane. Land to the north east has existing access on Chelmsford Road (A1023) alongside the car repair centre. Land to the north west has an informal agricultural access onto Chelmsford Road (A1023).
Barriers to / impacts of providing suitable site access to public highway	Safe means of access onto Chelmsford Road (A1023) appears to be possible. Consideration would need to be given to suitability of potential multiple access points along Chelmsford Road (A1023).
Description of surrounding access network	<p>Chelmsford Road (A1023) is the main distributor road serving Shenfield and Brentwood from J12 of the A12 which adjoins the northern boundary of the site. The speed limit for Chelmsford Road changes from 40mph to 30mph heading towards Brentwood.</p> <p>Alexander Lane is a narrow lane bounded by high hedges with no public footpaths for large portions of it. At peak times this road is well used as a route to travel towards Shenfield Station. The speed limit for Alexander Lane is 30mph.</p>

LANDSCAPE AND SETTLEMENT COALESCENCE	
Description of views into the site from surrounding areas	The majority of the site is well screened by trees, shrubs and hedges along the boundaries and on internal field boundaries. Main views into the site are possible from Chelmsford Road (A1023) and also from properties backing onto the site which have views. The north western parcel is also visible from J12 of the A12 where there is no screening. Views of part of the site in the east possible from railway line which is at a higher level.
Description of views from the site	The majority of the site is well screened by trees, shrubs and hedges along the boundaries meaning there are no distant views from the site to the surrounding area.
Potential for settlement coalescence	The site is situated on the edge of the Brentwood urban area. It is bounded by the A12 to the north, the railway line to the east, existing residential properties to the south and Chelmsford Road (A1023) to the west. Low risk for settlement coalescence.
HERITAGE	
Potential impact on setting of Listed Buildings	Low quantum of designations on the Chelmsford Road outside of the site allocation at the south west. Within immediate context on the A1023 – GVII listed building of milestone in road verge opposite number 179.
Potential Impact on Conservation Areas	There are no Conservation Areas within the site allocation or its immediate context.
Other possible impacts	Historic Woodland, linkage to Arnolds Wood
NATURE CONSERVATION AND ECOLOGY	
Potential features or areas of ecological interest	Should be subject to detailed report.
Tree coverage and observed condition of trees	Should be subject to detailed arboricultural report.
Potential impacts of development on any designated areas	Should be subject to detailed arboricultural report.
FLOODING	
Describe presence and condition of water bodies on site	Southern parcel has culvert running beneath the site running from Chelmsford Road in an easterly direction. Smal silt pond situated next to the railway line. This is connected to the recently completed Crossrail works that took place. River Wid adjoins the north eastern boundary of the site.
Evidence of current or past flooding?	Flood Zone 1 - low probab ility of flooding - less than 1 in 1000 year (<0.1% AEP) annual probability of river or sea flooding in any year. The Environment Agency's Flooding from Surface Water Map identifies significant areas of potential low, medium and high flood risk through the centre of the site, southern edge and northern boundary. Further analysis including site specific flood risk modelling is likely.

OTHER POINTS	
Any other issues not covered by the above	<p>Agricultural Land: The site is on Grade 3 agricultural land, which might include ‘best and most versatile’ land. The two parcels of land to the north are in active agricultural use.</p> <p>Air Quality: There are not any Air Quality Management Areas in close proximity to the site. The A12 is in close proximity to the northern boundary of the site which is a potential source of air pollution.</p> <p>Minerals: Not within Minerals Safeguarding Area.</p>



LAND AT PRIESTS LANE, SHENFIELD
Site R17

- Principal Access
- Secondary/ cycling/ walkable access
- Potential traffic calming measures
- Sensitive edge
- Acoustic buffer measures
- Existing boundary planting
- Opportunity for school expansion
- Opportunities for central green space
- Site area
- Railway



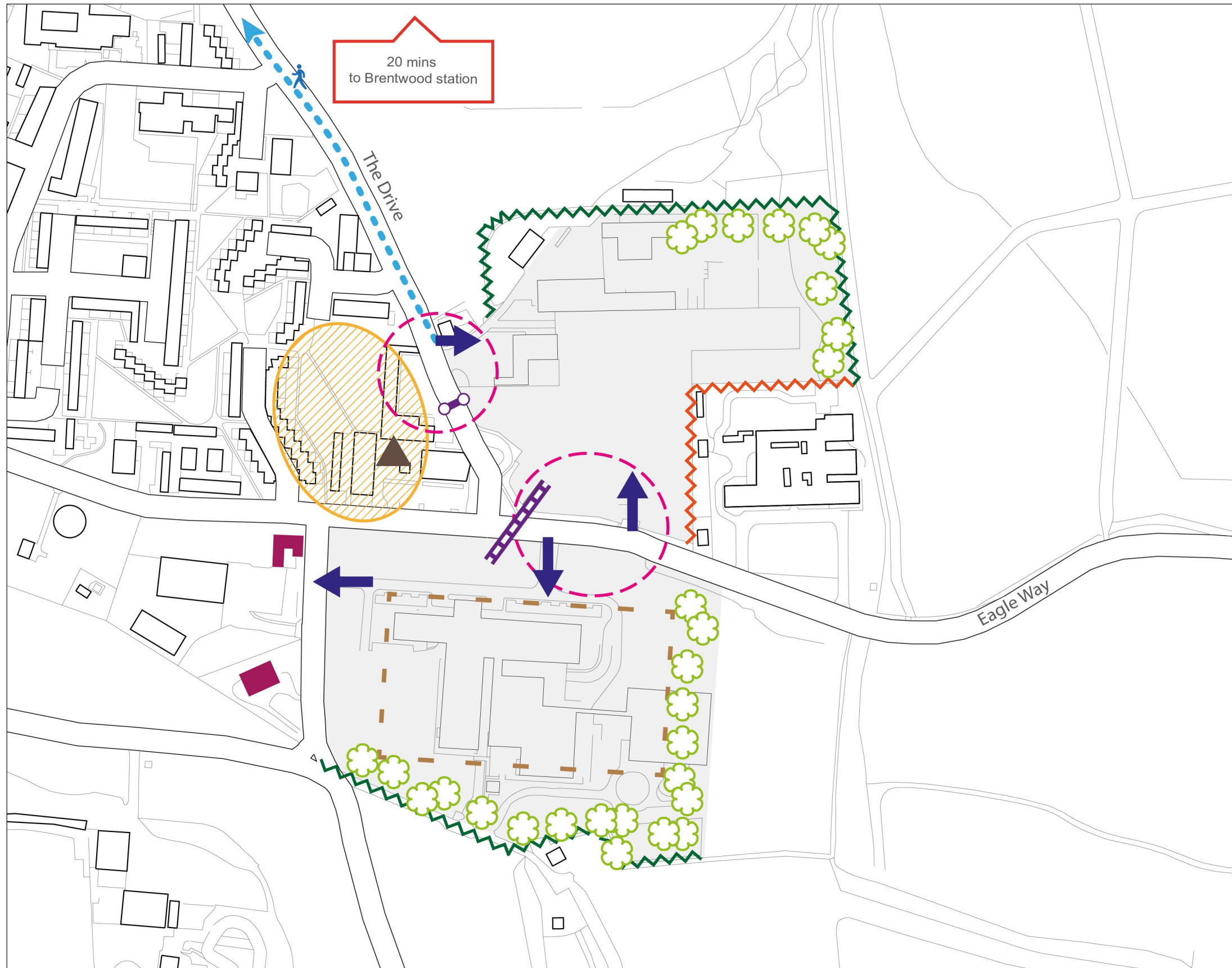
0 100 m

Plans are indicative and do not represent the final proposals.

LAND AT PRIESTS LANE - SITE R17 SURVEY (PLANNING ASSESSMENT)	
GENERAL DESCRIPTION OF THE SITE	
Existing land uses observed	Site is an open grassed field with no existing land uses (former use of site 044 understood to be playing field for Usuline School).
Greenfield or Brownfield	Greenfield (small bungalow and disused sports pavilion situated to north adjoining proposed access to Priests Lane)
Topography	Gently slopes away to the south.
Ground conditions	The field was entirely grassed with extensive trees, shrubs and hedges along most boundaries.
Significant features	A number of mature trees are situated along the boundary.
Evidence of contaminated land	None was evident.
SITE SURROUNDINGS AND ACCESS	
Surrounding land uses	<p>Railway line adjoins the south eastern boundary.</p> <p>Residential properties situated along north eastern and north western boundaries.</p> <p>Schools (Hogarth County Primary and The Endeavour) adjoin the south western boundary.</p>
Description and condition of site's boundary features	<p>The north western boundary (rear of properties along Priests Lane) includes a number of well established trees, shrubs and hedges (deciduous and coniferous) which provides a good level of screening.</p> <p>The north eastern boundary comprises a brick wall approximately 2m tall.</p> <p>The south eastern boundary adjoining the railway line comprises well established trees and shrubs providing a good level of screening.</p> <p>An established hedge along with some trees lies along the south western boundary. The screening thins out towards properties along Bishops Walk which back onto the site.</p>
Potential impacts from surrounding uses	The Railway line to the south east of the site generates some intermittent noise. Due to the line being situated at a lower level than the site and there being substantial screening along the boundary this impact is considered to be low.
Potential impacts to surrounding uses	The site is very well contained and screened with some views into the site from some adjoining properties on St Andrews Place, Bishops Walk and Priests Lane.
Site's existing access arrangements	The site is accessed via a small gated driveway entrance off Priests Lane which serves existing bungalow on site.
Barriers to / impacts of providing suitable site access to public highway	The route proposed for access into the site is wide enough to achieve a road with footpaths either side. Visibility splays would need to be created and may involve the loss of some hedgerows and crown lifting of the oak tree on right hand side of entrance. Proximity to Glanthams Road access will need to be considered carefully.
Description of surrounding access network	Priests Lane is a well-used local road which is narrow in places and has public footpath on one side. This connects to Middleton Hall Lane nearby to the signalised crossroad junction of Ingrave Road and Seven Arches Road. During peak traffic hours this can cause queues along Priests Lane. The speed limit for Priests Lane is 30mph.

LANDSCAPE AND SETTLEMENT COALESCENCE	
Description of views into the site from surrounding areas	The majority of the site is well screened by trees, shrubs and hedges along the boundaries. The north east-ern boundary onto properties along St Andrews Place is bounded by a brick wall and a few properties have views into the site from 1st floor windows. Some properties on Bishops Walk have an open aspect onto the site with views from the ground floor.
Description of views from the site	The majority of the site is well screened by trees, shrubs and hedges along the boundaries except for the north eastern boundary which looks onto a brick wall and existing residential properties behind.
Potential for settlement coalescence	The site is situated within the existing urban area surrounded by existing development and well screened. No risk of settlement coalescence.
HERITAGE	
Potential impact on setting of Listed Buildings	There are no listed buildings within the site context.
Potential Impact on Conservation Areas	There is no Conservation Area within the site context.
Other possible impacts	
NATURE CONSERVATION AND ECOLOGY	
Potential features or areas of ecological interest	Should be subject to detailed report.
Tree coverage and observed condition of trees	Should be subject to detailed arboricultural report.
Potential impacts of development on any designated areas	Should be subject to detailed arboricultural report.
FLOODING	
Describe presence and condition of water bodies on site	None
Evidence of current or past flooding?	Flood Zone 1 - low probability of flooding - less than 1 in 1000 year (<0.1% AEP) annual probability of river or sea flooding in any year. The Environment Agency's Flooding from Surface Water Map identifies small parcels of low surface water flood risk along Bishops Walk and within the north eastern edge of the site. The south edge of the site is bounded by a linear corridor of low, medium and high potential surface water flood risk. The vast majority of the site is classified as of very low risk of surface water flooding.

OTHER POINTS	
Any other issues not covered by the above	<p>Agricultural Land: Land not in agricultural use.</p> <p>Air Quality: There are not any Air Quality Management Areas in close proximity to the site. There are no evident likely sources of air pollution or dust in close proximity to the site.</p>



FORD HEADQUARTERS & COUNCIL DEPOT Site R06 & R07

- Principal Access
- Enhanced pedestrian route to Brentwood station
- Pedestrian crossing opportunity
- Existing pedestrian tunnel
- Existing high value edge
- Sensitive/ residential edge
- Green and Blue Infrastructure enhancement and management
- Opportunity for retention of significant architectural components
- Gateway node
- Neighbourhood renewal opportunities
- Keys Hall shopping area
- Listed Building
- Site area



0 100 m

Plans are indicative and do not represent the final proposals.

FORD HEADQUARTERS & COUNCIL DEPOT - SITE R06 & R07 SURVEY (PLANNING ASSESSMENT)

GENERAL DESCRIPTION OF THE SITE

Existing land uses observed	Site comprises offices and car parking areas to the south. To the north there are large storage buildings, open storage areas, offices and car servicing centre.
Greenfield or Brownfield	Majority of site is brownfield with a small areas of greenfield to the south.
Topography	Relatively flat across all sites.
Ground conditions	Majority of the site comprises built development or is paved. Some grassed areas to the south and open ground to the north east.
Significant features	Large office building (Ford Headquarters) situated to the south of the site.
Evidence of contaminated land	None evident across the majority of the site. Council depot to the north comprises large areas of open storage for waste materials and is very likely to be contaminated.

SITE SURROUNDINGS AND ACCESS

Surrounding land uses	Woodland to the south, east and north of the site. Residential care home adjoins the eastern boundary. To the west of the site there are residential apartment blocks and a shopping parade (Keys Hall).
Description and condition of site's boundary features	Subject to detailed report.
Potential impacts from surrounding uses	None apparent.
Potential impacts to surrounding uses	The residential care home which adjoins the eastern boundary has some overlooking of parts of the site and is in close proximity. In addition the residential apartment block to the west overlooks the site.
Site's existing access arrangements	Main access points onto Eagle Way and the Drive. There is also access via Clive Road.
Barriers to / impacts of providing suitable site access to public highway	A number of existing access arrangements exist which seem suitable without significant upgrades required.
Description of surrounding access network	The speed limit on Eagle Way and The Drive adjoining the sites is 30mph. The roads are relatively well used at peak times during the week due to the office uses in the area.

LANDSCAPE AND SETTLEMENT COALESCENCE

Description of views into the site from surrounding areas	The main office building (Ford Headquarters) to the south is clearly visible from the public highway network due to its size. There are very limited views of the Council Depot site to the north.
Description of views from the site	Views from the site to the south and east are limited by the large areas of woodland. To the north and west existing residential areas are visible including larger residential apartment and tower blocks.

Potential for settlement coalescence	The site is situated within the existing urban area on the edge of the main Brentwood urban area. Large areas of woodland bound the site to the south and east which would restrict potential urban extension proposals coming forward in the future.
HERITAGE	
Potential impact on setting of Listed Buildings	<p>GVII Listed Buildings within the site context, including, Blenheim House, Headquarters of the Royal Anglian Regiment, MILITARY CHAPEL (C19, Post Medieval – 1800 AD to 1899 AD).</p> <p>Historic Environment Character Area: Thames Gateway 113</p> <p>Listed Building (EH) (II) 1197197: CHAPEL OF THE ESSEX REGIMENT</p> <p>Warley Common, SMR Number: 19114 Type of record: Monument. Grid Reference: TQ 594 921.</p> <p>Map Sheet: TQ59SE. Warley Barracks, SMR Number: 19111 Type of record: Monument.</p> <p>Non-designated Ford HQ subject to further assessment for Local Listing.</p>
Potential Impact on Conservation Areas	Thorndon Park Conservation Area. GV* Listed Park and Garden.
Other possible impacts	Non-designated Ford HQ building subject to further assessment for Local Listing.
NATURE CONSERVATION AND ECOLOGY	
Potential features or areas of ecological interest	Should be subject to detailed report.
Tree coverage and observed condition of trees	Should be subject to detailed report.
Potential impacts of development on any designated areas	Should be subject to detailed report.
FLOODING	
Describe presence and condition of water bodies on site	None present.
Evidence of current or past flooding?	Flood Zone 1 – low probability of flooding – less than 1 in 1000 year (<0.1% AEP) annual probability of river or sea flooding in any year. The Environment Agency’s Flooding from Surface Water Map identifies a narrow corridor or high surface water flood risk to the extreme eastern edge of the site and a couple of small pockets of low and low to medium surface water flood risk. The vast majority of the site is considered to be of very low surface water flood risk. The Environment Agency’s Flooding from Surface Water Map identifies a small corridor of low to medium flood risk towards the eastern section of the Ford site, which travels to a pooled area of high surface water flood risk to the south east of the site. Further localised analysis of surface water flood risk issues will be required to support the redevelopment of this site.

OTHER POINTS	
Any other issues not covered by the above	<p>Agricultural Land: N/A</p> <p>Air Quality: Not within AQMA.</p> <p>Minerals: Not within Minerals Safeguarding Area.</p>