

— Regulation 19 Consultation —

# BRENTWOOD LOCAL PLAN

## Pre-Submission Document

February 2019



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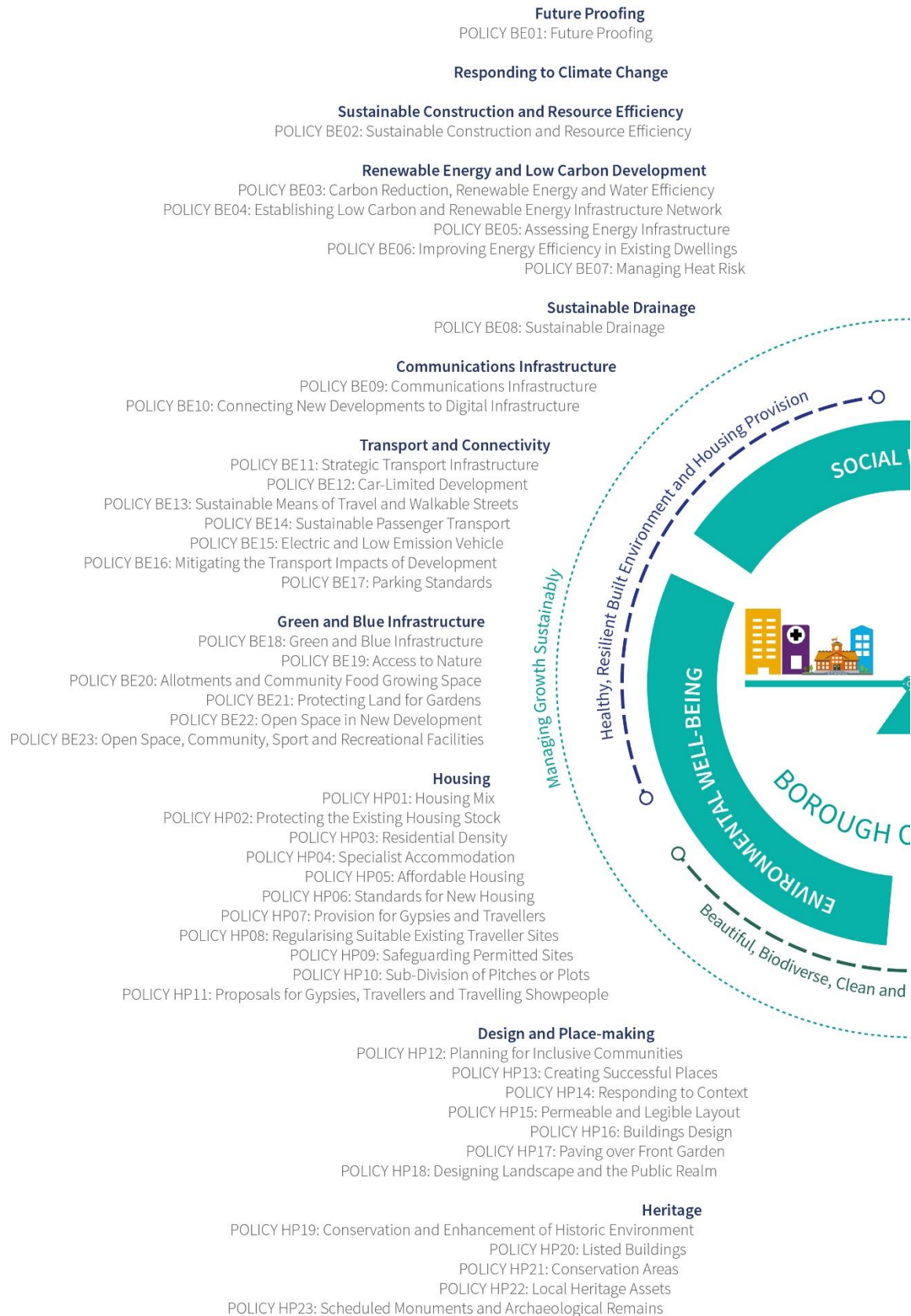
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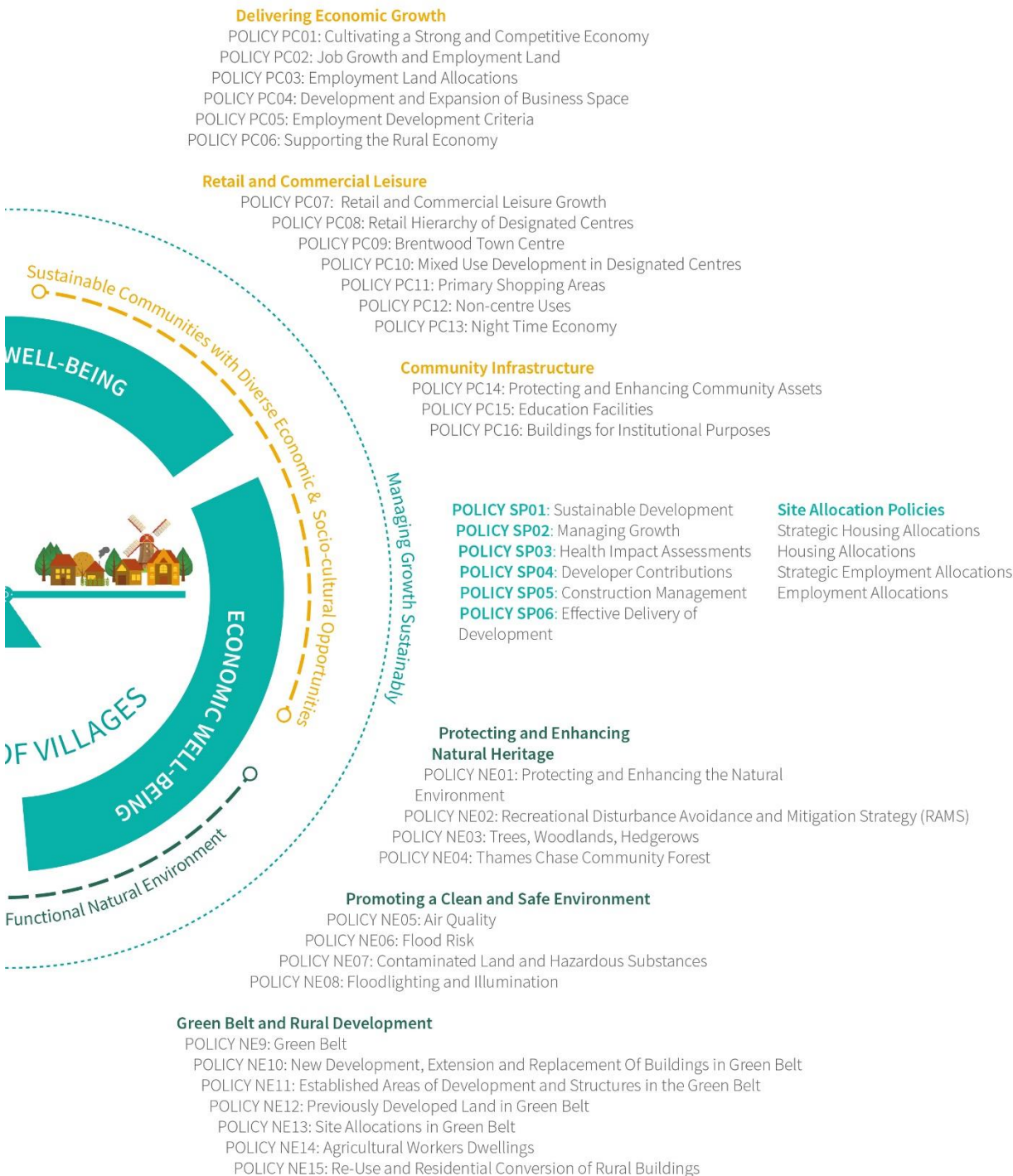
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**Figure 1.1: Document Structure**







# 1. Introduction

## Brentwood Local Plan 2016-33

- 1.1 This Pre-Submission Local Plan (Publication Draft, Regulation 19) presents Brentwood Borough Council's vision for how the borough will develop over the next 17 years, from 2016 to 2033. It outlines the Council's strategic priorities and sets out a Spatial Strategy and supporting policies for achieving this vision.
- 1.2 The Plan identifies locations to deliver local housing needs and supporting infrastructure, such as employment, retail, leisure, community and transport. It allocates land for appropriate development, sets out strategic planning policies and an overall strategy to guide decisions on the location, pattern, scale, and quality of development and/or changes in the way land and buildings are used.
- 1.3 Once adopted, the Local Plan will be a statutory document and a material consideration in determining planning applications.
- 1.4 Policies and proposals set out in this document are also illustrated on the Brentwood Policies Map. The map identifies areas of opportunity within the borough for employment and housing, as well as important local assets that will be protected and, where possible, enhanced.

## Plan Period and Review

- 1.5 The Plan period is from 2016 to 2033 inclusive. Considering the lead-up to adoption, this will ensure the period shall be for a minimum of 15 years. Nevertheless, the Local Plan will not remain a static document and will, in line with the legal requirement set out in Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended), be reviewed at least every five years to ensure it is still delivering on its strategic priorities in the best way possible.
- 1.6 At the time of writing, there are many global challenging influxes that could alter the outlook of the Plan; for example, the decision to leave the European Union, technological advancement especially in relation to the transport and utility sectors, new housing calculation methodologies, and joint strategic work across South Essex. While these conditions have been taken into consideration as far as possible to ensure the future-proofing of the Plan, it will be necessary to ensure that changing circumstances are reflected within the Plan Period. The Council will maintain a watching brief on advancements and respond accordingly.

## Plan-Making Process & Next Steps

### Local Plan Regulation 19 Stage

- 1.7 This document constitutes the Pre-Submission Local Plan (Publication Draft), published in accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 which Brentwood Borough Council proposes to submit to the Secretary of State.
- 1.8 This Plan has been informed by representations received in response to previous consultations, including Preferred Options in 2013, Strategic Growth Options in 2015, Draft Local Plan in 2016, and Preferred Site Allocations in January 2018. The consultation process so far is depicted in Figure 1.2. All consultation documents and assessments of representations received are available to view on the Council's website at [www.brentwood.gov.uk/localplan](http://www.brentwood.gov.uk/localplan).
- 1.9 This Pre-Submission consultation is the final stage before the Local Plan is submitted to the Secretary of State for an Examination-in-Public, to be undertaken by an Independent Planning Inspector. In accordance with Regulation 20 of The Act, any person may make representations on Pre-Submission Local Plan. Representations must be received by Brentwood Borough Council by the date specified in the statement of representations procedure.

- 1.10 Representations received will form a Statement of Consultation and be published alongside an updated Local Plan showing the proposed modifications as a result of the Regulation 19 Consultation.

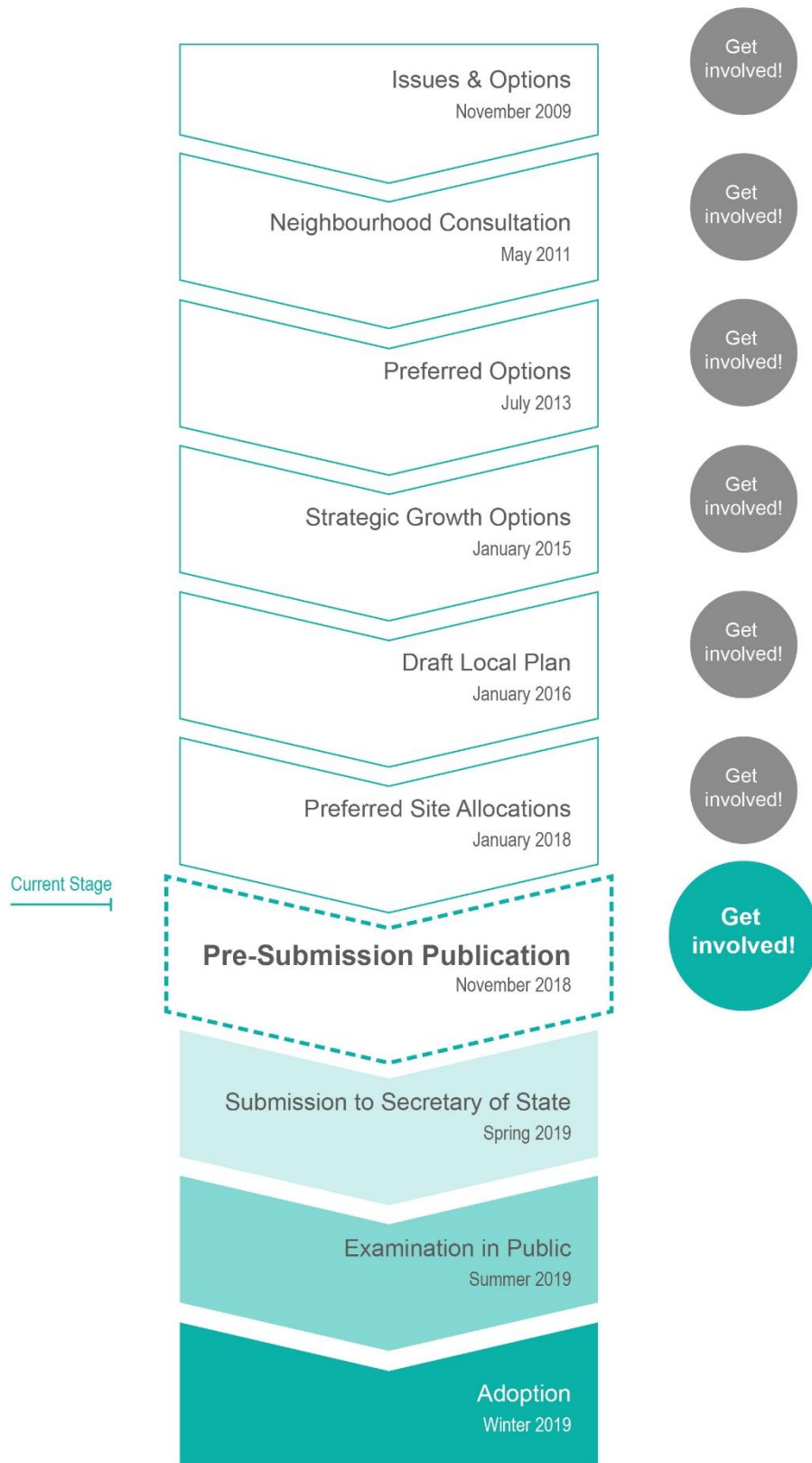


Figure 1.2: Consultation Process So Far

## Duty to Cooperate

- 1.11 Brentwood Borough Council has a duty to engage constructively, actively and on an ongoing basis with neighbouring local planning authorities, the County Council and other statutory public bodies to ensure strategic issues that may impact the wider area are considered. This includes cross boundary issues such as transport, flooding, and environmental impacts.
- 1.12 This legal requirement was set out in Section 110 of the Localism Act 2011 and the further amendment of section 33A of the Planning and Compulsory Purchase Act 2004. Maintaining effective cooperation is also reinforced by the NPPF (2018, paragraphs 24-27), which calls for one or more 'Statements of Common Ground' to be prepared and maintained on cross-boundary matters being addressed and progress in cooperating to address these. These are to be made publicly available.
- 1.13 The Council is committed to cooperate with neighbouring authorities and key organisations on strategic planning issues. Since January 2018, a Memorandum of Understanding was signed between Basildon, Brentwood, Castle Point, Essex County, Rochford, Southend-on-Sea and Thurrock Councils – forming the Association of South Essex Local Authorities (ASELA), which agreed to jointly work on 'place vision' for the region. This new venture will continue to look across borough boundaries. This work is progressing at early stages and Brentwood Borough Council is committed to engaging with partners as discussions and evidence gathering progresses through the plan-making process.
- 1.14 The Council will publish a Duty to Co-operate Position Statement to describe the ongoing engagement and provide an update on the activities undertaken so far.
- 1.15 In addition, the Council will continue to have regards to neighbouring authority plans, Essex County Council plans, and strategies of other relevant bodies.

## Evidence Base

- 1.16 The Pre-Submission Local Plan is supported by evidence from a variety of sources, which can be found on the Council's website at [www.brentwood.gov.uk/localplan](http://www.brentwood.gov.uk/localplan).
- 1.17 Evidence is presented in the form of technical studies that identify key issues and strategic priorities for transport, leisure, housing, among others. The Council has carried out a Sustainability Appraisal to test the evidence underpinning the Plan and help demonstrate that the Plan, when judged against reasonable alternatives, will help achieve sustainable development. The Council has also undertaken engagement and consultation to address issues being raised by local communities and other interested parties. This approach has shaped preparation and content of the Local Plan.
- 1.18 Additionally, a Brentwood Borough Profile has been developed, serving as an illustrative summary of the borough's key issues that have been considered as part of the plan-making process.

# Sustainability Appraisal

- 1.19 As stated above, a Sustainability Appraisal (SA) has been carried out at key stages in the plan-making process, in line with the Environmental Assessment of Plans and Programmes Regulations 2004. The Sustainability Appraisal recommendations at each stage have informed the production of this Pre-Submission Local Plan.
- 1.20 The SA has considered potential impacts of the Plan on economic, social and environmental considerations and how they can be mitigated. It has also considered several reasonable alternatives to ensure Brentwood's growth strategy is sound. The Sustainability Appraisal is available for public consultation alongside the Pre-Submission Local Plan.

# Habitats Regulation Assessment

- 1.21 In accordance with Regulation 61 of the Conservation of Habitats and Species Regulations 2010, a Habitats Regulation Assessment (HRA) screening has been undertaken to determine whether the Pre-Submission Plan is likely, either alone or in combination with other plans and projects, to have a significant adverse impact on internationally important habitat sites.
- 1.22 To assess the in-combination impacts of new development, a need to prepare a Recreational disturbance Avoidance and Mitigation Strategy (RAMS) has been identified for the Essex Estuaries and Coastal sites. A RAMS is being prepared to cover these sites, with a view to their subsequent adoption as a Supplementary Planning Document (SPD) by the Council. Residential development that is likely to affect the integrity of European Sites, is required to either contribute towards mitigation measures identified in the RAMS or, in exceptional circumstances, identify and implement bespoke mitigation measures to ensure compliance with the Habitat Regulations.
- 1.23 Similar work assessing in-combination impacts on the Epping Forest is being considered by the Council and partners.

# Planning Policy Context

- 1.24 The Local Plan has been prepared in line with the relevant Acts (Planning and Compulsory Purchase Act 2004, the Localism Act 2011, and the Town and Country Planning (Local Planning) Regulations 2012). It also takes account of the National Planning Policy Framework (2018), Planning Practice Guidance and national planning policies (Planning Policy for Traveller Sites 2015).
- 1.25 This Local Plan must be read as a whole. Proposals will be considered against all relevant policies set out in this Plan. Additionally, this Local Plan will sit alongside other key policy

documents that currently exist or that may come forward during the lifespan of the Plan, which together will form the borough's development framework and be used to make decisions on planning applications:

- a. Essex County Council plans, such as transport strategies, education plans, economic growth priorities, and minerals & waste policy;
- b. Future neighbourhood plans, which will provide more detailed planning policies to help shape the development of specific neighbourhoods; and
- c. Future sub-regional plans, such as the South Essex Joint Strategic Plan.

## Minerals Local Plan

- 1.26 Essex County Council is the Minerals Planning Authority for the Borough. The County Council is responsible for preparing planning policies and assessing applications for mineral development. The Essex Minerals Local Plan (2014) forms part of the statutory Development Plan and should be read alongside the Brentwood Local Plan. The role of the Minerals Local Plan is to ensure a steady and adequate supply of mineral resources to facilitate development over the Plan period and beyond.
- 1.27 There are currently no active quarry sites in Brentwood. However, there are unworked sand and gravel deposits which are subject to a Minerals Safeguarding policy within the Essex Minerals Local Plan 2014. The safeguarding policy requires that Essex County Council, as minerals planning authority, be consulted on development proposals covering five hectares or more within the sand and gravel Minerals Safeguarding Area.
- 1.28 Requirements of the Minerals Local Plan need to be considered where a development falls within a Minerals Safeguarding Area. The Minerals Local Plan also designates Mineral Consultation Areas at a distance of 250m around active quarries, mineral infrastructure and mineral deposits permitted for extraction. Essex County Council must be consulted on all non-mineral related development proposed within these Consultation Areas.

## Waste Local Plan

- 1.29 Essex County Council is also the Waste Planning Authority for the Borough. Essex County Council provides waste disposal infrastructure to ensure waste generated by households, and other wastes collected by Councils in Essex, is effectively managed. Brentwood borough is the Waste Collection Authority and is responsible for the collection of this municipal waste<sup>1</sup>.
- 1.30 The County Council is responsible for preparing planning policies and assessing applications for waste management development. It noted that the delivery of local plans which increase residential development, through both infilling and major developments, will

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<sup>1</sup> Municipal waste includes household waste and any other wastes collected by, or on behalf, of councils.

impact on waste management systems on a number of levels as the resultant population growth will lead to an increase in waste arisings which require handling and disposal.

- 1.31 The Essex and Southend-on-Sea Waste Local Plan was adopted in July 2017 forming part of the statutory Development Plan and should be read alongside the Brentwood Local Plan. The Waste Local Plan covers the period 2017 to 2032. It sets out where and how waste management developments can occur and contains the policies against which waste management planning applications are assessed.
- 1.32 The Essex and Southend-on-Sea Replacement Waste Local Plan does not propose any new waste development in Brentwood. However, the Waste Local Plan does identify a number of areas of search across the county where the Waste Planning Authority may support development outside of allocated waste sites. These areas of search are all existing industrial estates, and any waste use proposed on these estates will be required to be in keeping with existing development. The Waste Local Plan seeks to focus any new proposals for waste management facilities, which support local housing and economic growth, within these areas of search before other locations are considered. Two are proposed for Brentwood Borough, at Childerditch Industrial Estate and West Horndon Industrial Estate.
- 1.33 In addition, the Municipal Waste Strategy (2017-2032) is in the process of being updated and ECC is in consultation with the Essex districts, including Brentwood. The major waste treatment infrastructure currently in place for managing Local Authority Collected Municipal Waste has been equipped to accommodate the anticipated waste growth levels resulting from the proposed Local Plan growth. The strategy will review current sites (smaller waste facilities and recycling centres for household waste) and may result in changes to their location, rationalisation, and/or increased capacity. A review of existing and potential facilities will be taking place during the first five-year local plan period to determine requirements in the 10-15 year period. This is likely to result in a need to extend or expand this infrastructure offer to meet local needs. However, at this stage it is not possible to determine what these needs are.
- 1.34 The Plan also designates Waste Consultation Areas at a distance of 250m around permitted and allocated waste management facilities. Essex County Council must be consulted on all non-waste related development within these areas to ensure that the proposed development would not adversely impact on their existing or future operation. The Brentwood Policies Map identifies existing waste sites within the Council's area.

## South Essex Joint Strategic Plan

- 1.35 In Summer 2017, the Leaders and Chief Executives of South Essex – Basildon, Brentwood, Castle Point, Rochford, Southend-on-Sea, Thurrock and Essex County Council – embarked on a process to develop a long-term growth ambition that would underpin strategic spatial, infrastructure and economic priorities across the sub-region. The 'South Essex 2050 Ambition' is now being taken forward through a number of workstreams, including a spatial strategy delivered through a Joint Strategic Plan (JSP).
- 1.36 In January 2018, the authorities formed the Association of South Essex Local Authorities (ASELA) to ensure that implementation of the ambition has strong leadership and is managed on a truly collaborative basis.



- 1.37 A key task arising from the new joint working arrangements is the preparation of a Joint Strategic Plan. There is an ambition for this to deliver the homes and jobs needed in South Essex through partnership working, not just at a local level, but also with government, to bring forward the strategic infrastructure improvements to transport, education, health and green infrastructure that are needed to support growth.
- 1.38 Work on the Joint Strategic Plan is at an early stage with adoption expected in 2020. The Brentwood Local Plan will contribute towards some of the growth requirements early in that Plan. However, following the adoption of the Joint Strategic Plan it may be necessary to review the Brentwood Local Plan, at least in parts, to ensure any opportunities for further growth and infrastructure provision in the Borough identified in the Joint Strategic Plan can be realised.

## Local Enterprise Partnership

- 1.39 The South East Local Enterprise Partnership (LEP) is the business-led, public/private body established to drive economic growth across Essex, Kent and East Sussex. Whilst the LEP has no statutory land use planning powers, it is responsible for determining local economic priorities and undertaking activities to encourage economic growth and local job creation. The Council will continue to work with the LEP and partners to realise economic growth potentials in the borough.

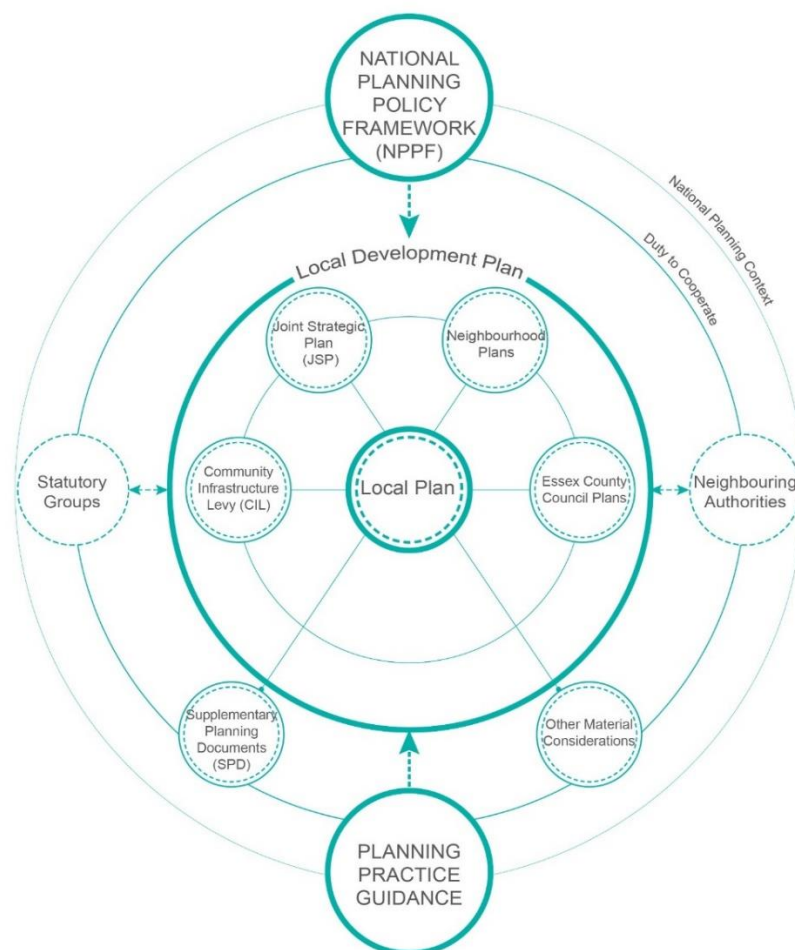


Figure 1.3: Local Plan Policy Context

# 02



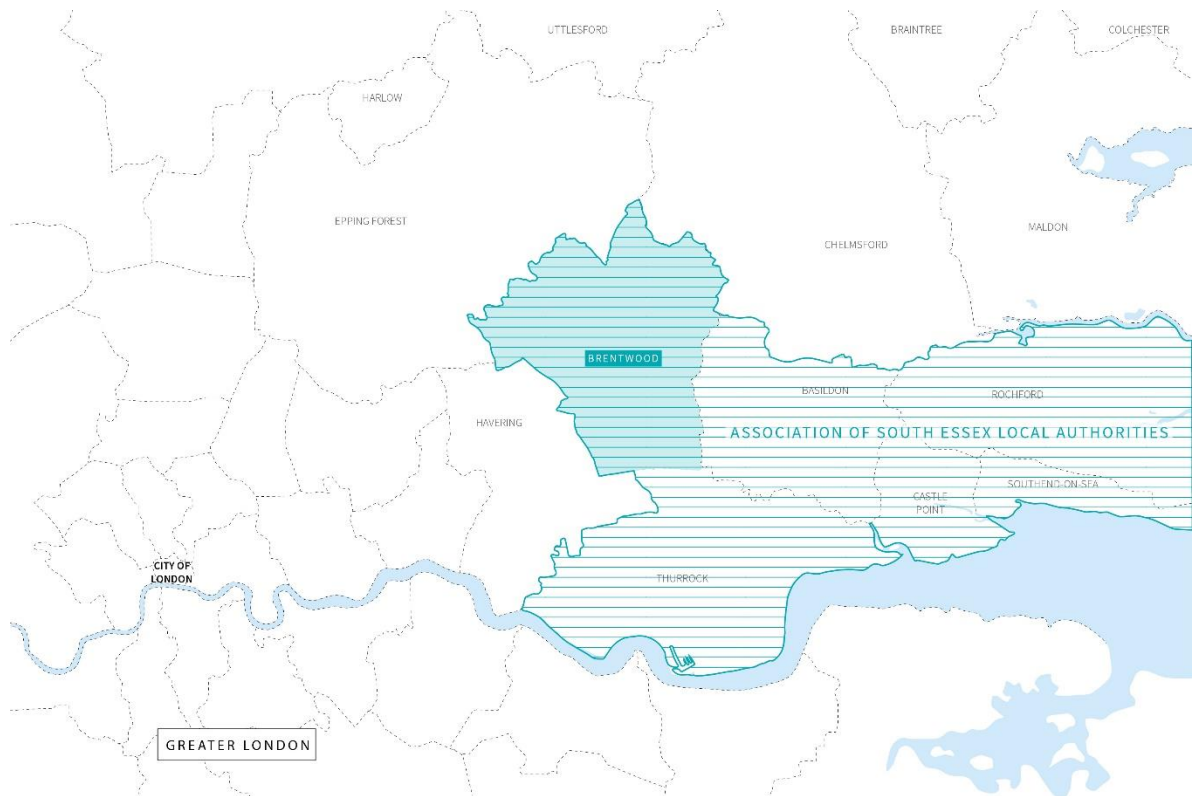
## 2. Borough of Villages

### Introduction to Borough Profile

- 2.1 The following paragraphs set out the context of the Borough and the key issues that should be addressed when planning for its future. Illustrative infographics summarising some of the key issues are provided at the end of the chapter in Figure 2.6 (parts 1 & 2).
- 2.2 The supporting document 'Brentwood Borough Profile' further details the borough context, providing a baseline study of key borough characteristics, which can be viewed online at [www.brentwood.gov.uk/localplan](http://www.brentwood.gov.uk/localplan).

### Location

- 2.3 Located in the south-west of the county of Essex and east of Greater London, Brentwood Borough is set within the Essex Countryside. The borough has easy access to the countryside as well as to London, along established road and rail networks. Our location offers the best of both worlds, making Brentwood an attractive place to live, work and visit.
- 2.4 Being set within London's Metropolitan Green Belt poses some development constraints. However, it also sets a foundation for a creative and innovative response to sustainable development where the principles of 'designing and building with nature' can be embedded to create and enhance neighbourhoods that deliver health and well-being for all.



**Figure 2.1: Brentwood Borough Location**

## Origin

- 2.5 Brentwood's hamlet origins can be traced back to the 11<sup>th</sup> Century, with its name (Burnt Wood) signifying the clearings made by fire of the Great Forest of Essex. Administratively, Brentwood evolved as a Parish, later as the Brentwood Urban District. Brentwood's development was due mainly to its position on the higher grounds in the parish, at the junction of the main London to Colchester road and the Ongar-Tilbury Road.
- 2.6 St. Osyth's abbey, Lord of the manor of Costed was licensed to hold the first market and fair here in 1227. The market grew in prominence due to its convenient location, and Brentwood as a 'market town' started to evolve. The urban district was eventually abolished by the Local Government Act 1972, as the district grew to encompass the nearby parishes of Ingatestone, Mountnessing, Doddington and others. It gained borough status in March 1993, characterised by the suburban core of Brentwood and Shenfield surrounded by a series of villages, thereby giving rise to its dominant character as a 'Borough of Villages'
- 2.7 From its hamlet to market town origins, Brentwood is today considered an attractive residential borough with a short commute to London or Chelmsford and is also home to a number of notable industries.

# Settlement Hierarchy

- 2.8 To promote sustainable growth in rural areas, the NPPF (2018) paragraph 78 states that housing in rural areas should be located where it will enhance the vitality of rural communities, to ensure villages grow and thrive. To ensure the Local Plan responds to this, a broad Settlement Hierarchy Assessment has been undertaken to understand the role, function and relationship of Brentwood's dispersed settlements (Figures 2.2 & 2.3).

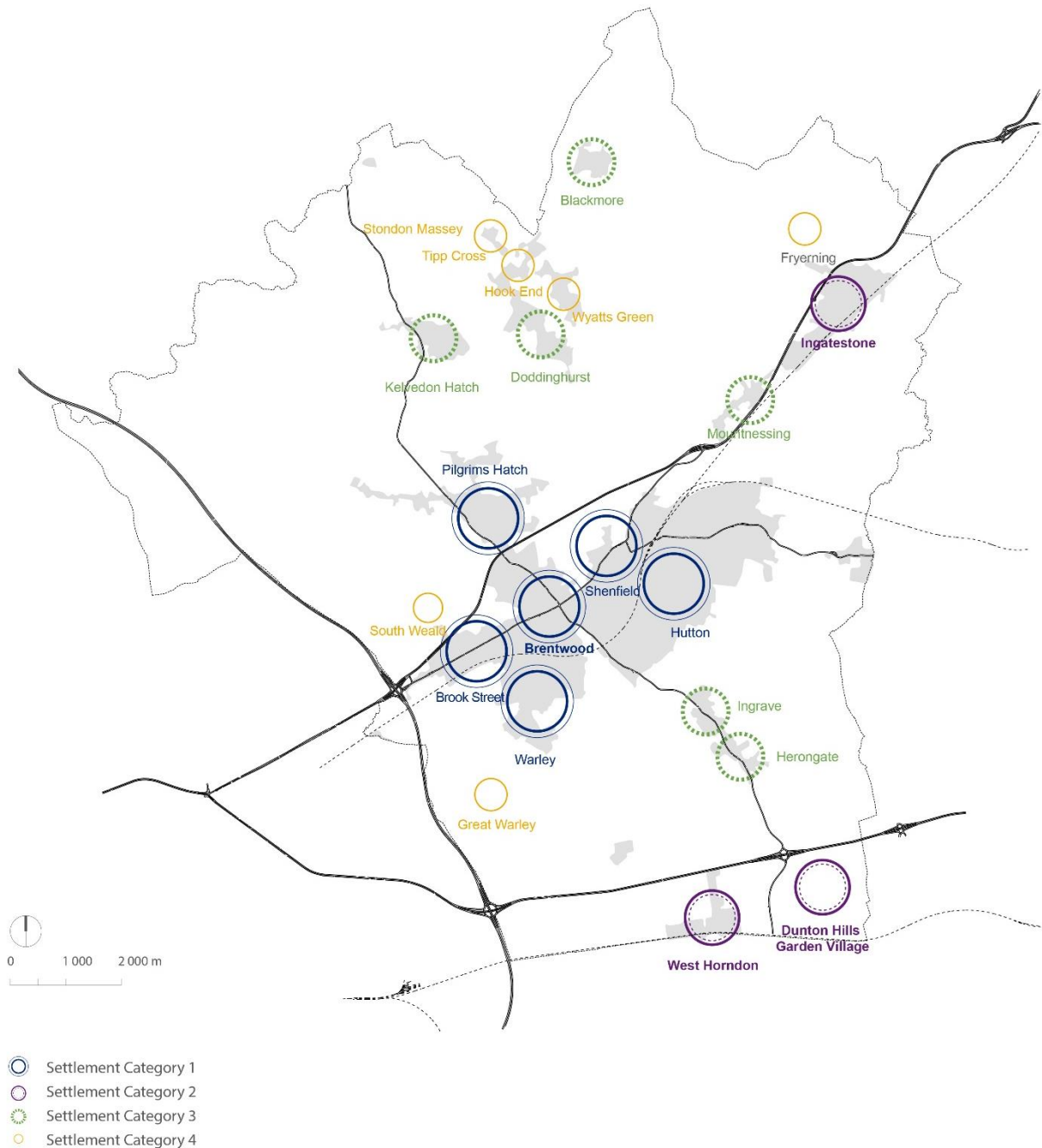


Figure 2.2: Brentwood Borough Settlements

- 2.9 Figure 2.3 sets out the borough's settlement hierarchy categories, to identify their role (constraints and opportunities) for delivering sustainable growth and how their heritage character might inform future change.
- 2.10 The settlement hierarchy should not be confused with the retail hierarchy detailed in Chapter 7.

Type of Settlement	Settlement Name	Population <sup>1</sup>
<b>Settlement Category 1</b> <p>Large towns and urban neighbourhoods in compact urban settings that collectively form the Brentwood Urban Area. They provide a wide range of services and opportunities for employment, retail, education, health and leisure facilities to the immediate residential areas as well as to the wider population in the borough. They are typically highly accessible and well served by public transport provision, including rail services, and existing infrastructure.</p> <p>Development opportunities should focus on making the best use of land, with higher density and brownfield redevelopment being prioritised, consistent with local character. Infrastructure capacity should inform the appropriate level of development and development contribution.</p>		
Large town	Brentwood	22,410
Large town	Shenfield	20,790
Urban neighbourhood	Hutton	1,405
Urban neighbourhood	Pilgrims Hatch	5,632
Urban neighbourhood	Warley	2,213
Urban neighbourhood	Brook Street	1,093
<b>Settlement Category 2</b> <p>Larger villages in a rural setting, with high levels of accessibility and public transport provision, including rail services. They provide a range of services and facilities to the immediate residential areas and nearby settlements.</p> <p>Appropriate urban extension and brownfield redevelopment opportunities will be encouraged to meet local needs. The level of development in these settlements should consider their infrastructure constraints and setting.</p>		
Large village	Ingatstone (including Heybridge)	4,812

<sup>1</sup> Office for National Statistics NOMIS Service (2011) Key Statistics KS102EW. Available at: [www.nomisweb.co.uk](http://www.nomisweb.co.uk)

Large village	West Horndon	1,537
Garden village	Dunton Hills	n/a <sup>2</sup>
<b>Settlement Category 3</b>  Villages in a sparse rural setting that provide day to day needs for local residents.  Brownfield redevelopment opportunities and limited urban extensions will be encouraged to meet local needs where appropriate. Development should be appropriate to the rural setting of the area.		
Rural village	Blackmore	829
Rural village	Doddinghurst	2,550
Rural village	Herongate	648
Rural village	Ingrave	1,198
Rural village	Kelvedon Hatch	2,124
Rural village	Mountnessing	494
<b>Settlement Category 4</b>  Remote and small rural villages and hamlets, with poor public transport, limited shops, jobs and community facilities; some of these settlements rely on nearby settlements for services. Development opportunities are limited, although as with larger villages brownfield redevelopment opportunities will be encouraged to meet local needs where appropriate.		
Rural village in a sparse setting	Wyatt's Green	936
Rural village in a sparse setting	Hook End	637
Rural village in a sparse setting	Stondon Massey	359
Rural village in a sparse setting	Fryerning	255
Rural village in a sparse setting	Great Warley	309
Rural village in a sparse setting	Little Warley	data not available
Rural village in a sparse setting	South Weald	233

<sup>2</sup> Dunton Hills Garden Village is a new settlement planned for at least 2,700 dwellings in the Plan period with connections to the nearby West Horndon railway station. More details can be found in Chapter 9.

Other hamlets in the borough, which are more isolated and dispersed with limited connectivity and services. They mainly rely on nearby settlements for services and therefore not suitable for new development.

**Figure 2.3: Settlement Hierarchy**

## Settlement Category 1

- 2.11 Brentwood Urban Area, made up of semi-connected settlements such as Brentwood, Shenfield, Hutton, Warley, Brook Street, and Pilgrims Hatch, is the borough's largest settlement. Accessible and well served by public transport, with rail stations at Brentwood and Shenfield, Brentwood Urban Area provides a range of shopping, employment areas, secondary schools, health and leisure facilities in close proximity to residential areas.
- 2.12 Within this settlement category, Brentwood and Shenfield offer the most scope to develop in accordance with sustainable development principles. Urban extensions into Green Belt are proposed in specific locations with clear physical defensible boundaries and accessible to local services and transport links. Release of land for development in these locations will in time enable a five-year supply of housing to be achieved, boosting local housing needs swiftly in line with national policy and guidance.

## Settlement Category 2

- 2.13 Ingatestone is the borough's largest village; facilities here serve a significant catchment beyond the immediate area. Public transport accessibility is relatively good. The village has a rail station and secondary school. While Ingatestone has relatively good facilities, a modest level of development is envisaged here, due to infrastructure constraints and a lack of suitable sites.
- 2.14 Future development as guided by the Plan will result in changes to the hierarchy, adding West Horndon and Dunton Hills Garden Village to this category. Brownfield residential development at West Horndon is proposed to be of a size to provide for a new village centre along with new retail and job opportunities, and to assist with improvements at West Horndon railway station. Development at Dunton Hills Garden Village will create a new self-sustaining village with provision of new schools alongside retail, job opportunities and health facilities. Policies for the delivery of Dunton Hills Garden Village will set the precedent for new accessible connections to be made with West Horndon railway station nearby, providing a new transport interchange, among other aspirations.

## Settlement Category 3

- 2.15 Larger villages in the borough are served by a local shopping parade and a primary school. They generally have limited, often shared, community and health facilities, local jobs and a variable bus service.



- 2.16 Brownfield redevelopment opportunities will be encouraged to meet local needs and policies in this Plan will help to bring forward nearby redevelopment of brownfield sites in the Green Belt where appropriate. Minimal amendments are proposed to the Green Belt boundaries surrounding larger villages in order to retain the character of the borough in line with the spatial strategy.

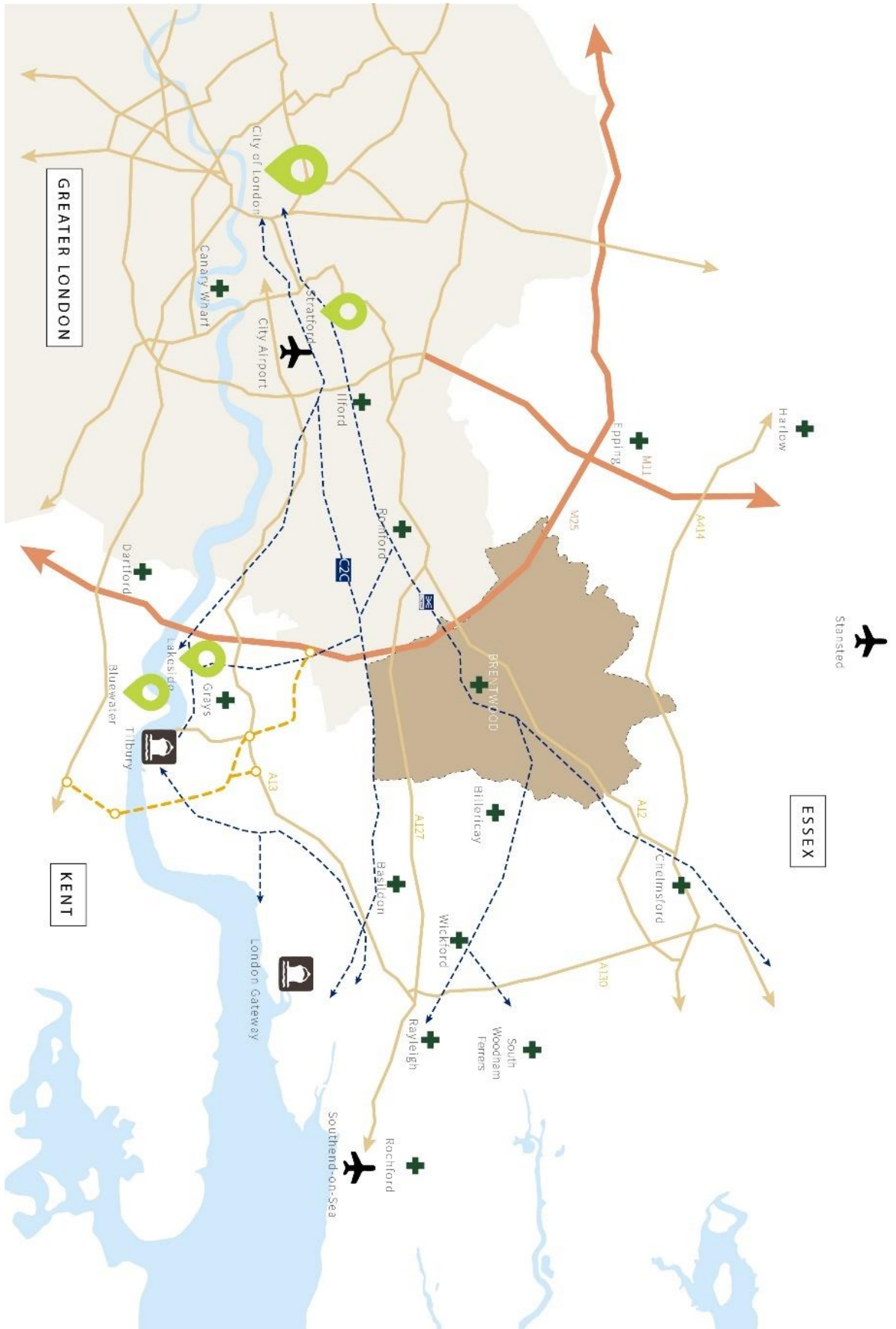
## Settlement Category 4

- 2.17 Remote smaller villages and hamlets, some within the Green Belt. These settlements have limited local services and facilities and poor public transport links, reliant on other settlements nearby in many cases. Development in these locations will be encouraged only in brownfield locations, steered by the policies in the Plan.

# Our Story

## Transport and Travel

- 2.18 Brentwood Borough is well connected to road and rail networks. Major roads such as the M25, A12 and A127 run through the borough and the M11 and Stansted Airport are within easy reach. Despite good accessibility and location, traffic congestion is one of the main issues affecting quality of life (air quality) and local economic performance.
- 2.19 Brentwood has a very high level of car ownership compared to the national average. Without alternative means of transport the use of cars will continue to dominate as a mobility mode to access nearby services, employment and leisure facilities. Therefore, the delivery and encouragement of sustainable transport alternatives is essential.
- 2.20 There are four rail stations in the borough: Brentwood, Shenfield, Ingatestone, and West Horndon. Brentwood station is located on the Great Eastern Mainline, served by both TfL rail services to London Liverpool Street and Greater Anglia services to Southend Victoria and London. Shenfield is a major interchange for the Great Eastern Main to London Liverpool Street and East Anglia. Ingatestone station is also on the Great Eastern Mainline, with a slightly less frequent service. West Horndon station is on the London-Tilbury-Southend Line to London Fenchurch Street. The Elizabeth Line will soon serve Brentwood and Shenfield stations; it will provide the borough with an improved train service, including increased capacity, station improvements and new direct links through central London, to Heathrow Airport and Reading.
- 2.21 Bus services generally start and terminate in Brentwood Town Centre with links to other parts of the borough and other places outside the borough. However, bus services in more rural areas are limited, particularly at off-peak times.



### Figure 2.4: Regional Context

- 2.22 The percentage of those who cycle to work is below the national average, but more people walk to work than average. Some cycle routes flow through the borough, but these can sometimes be disconnected. Encouraging sustainable travel patterns is of key importance.

## Population and Housing

- 2.23 The population in 2011 was 73,601 (Census), of which approximately 70% live in the Brentwood urban area. The 2014 mid-year population estimate shows that this has increased to 75,600.
- 2.24 The proportion of the population from minority ethnic groups in the borough is well below average for the Eastern of England, and England as a whole. The largest non-white minority ethnic group is made up of people of Asian origin.
- 2.25 Brentwood is one of the most affluent areas in England, within the least deprived 10% of the country.
- 2.26 There are just over 32,000 homes in Brentwood Borough. The main property type is detached and semi-detached houses, which makes up almost 63% total stock compared to the national average of 53%. The main property size is 3-bedrooms (35%), followed by 2-bedrooms (25%) and 4-bedroom homes (23%).
- 2.27 House prices in the borough are very high in comparison with the rest of Essex. This can cause issues preventing people from buying homes with entry level housing often too expensive for many newly forming households and the need for a significant deposit.

## Economy and Employment

- 2.28 Brentwood Borough has a successful and buoyant local economy, providing for over 30,000 jobs. Banking and finance are the main business sector followed by distribution/ hotels/ restaurants and public services. The local business structure is dominated by micro (1-10 employees) and small businesses (11-49 employees), while entrepreneurial activity is high.
- 2.29 Office employment areas are mainly located within the Brentwood Town Centre, Brentwood station area and Warley Business Park. Major employers include BT, Canon, Countryside Properties, Ford and LV Insurance.
- 2.30 Despite the borough's rural character employment in agriculture is below the national average. Manufacturing sector is also under represented.
- 2.31 Three quarters of the borough population is of working age (16-65). This proportion has fallen over time as the population ages. There continues to be a rise in the number of people of working age in the borough, but a disproportionate rise in the number of older people.
- 2.32 Average weekly wages for those who live here but work elsewhere are higher than for those who work in the borough. A high proportion of people are employed as managers, senior officials, and in associated professional and technical occupations, reflecting the number of people commuting to places like central London.

## Retail and Shopping

- 2.33 Brentwood Borough offers a wide range of retail and commercial leisure facilities. The main shopping area, Brentwood Town Centre, is centred on the High Street. The Town Centre provides a range of retail, restaurants and cafes, including a quality independent niche shopping offer.
- 2.34 District Shopping Centres at Shenfield Hutton Road, Ingatestone High Street, Warley Hill (Brentwood Station), and many smaller local parades and individual shops serve residential areas and villages. Each centre plays an important role providing a range of essential local services.

## Sport and Leisure

- 2.35 The borough benefits from extensive open areas for informal recreation. South Weald and Thorndon Country Parks provide 324 hectares of open space along with numerous publicly accessible playing fields, parks, woodlands and amenity greens.
- 2.36 Brentwood Leisure Centre and Shenfield Sports Centre, along with privately run sports and leisure facilities, are the focus for indoor sport and recreation. In addition, excellent sporting facilities are provided at several schools and can be accessed for public use.

## Heritage, Natural and Built Environment

- 2.37 The borough has significant built and natural heritage. It has over 500 listed buildings, 13 Conservation Areas, 12 scheduled ancient monuments, 100s of sites of archaeological interest, accessible countryside and parks, varied landscapes and numerous Local Wildlife Sites. Together, these features provide an attractive, sought after location for residents, businesses and visitors.
- 2.38 Development, whether existing or new, invariably places demands on the environment. Among these are unsustainable use of resources (materials, water, energy), waste disposal issues, pollution (of air, water or soil) and loss of or harm to wildlife habitats, historic buildings and landscapes.
- 2.39 The borough, in common with other places, depends on fossil fuel energy for homes, business and transport, and other finite resources, such as water and land. Fossil fuel energy gives rise to greenhouse gas emissions and climate change and in future may not be readily available in the way it has been in the past. We therefore need alternatives, including renewable energy and local supplies.
- 2.40 Agricultural land grades describe the non-urban areas of the borough as Good to Moderate with a few areas as Very Good within the northern areas of the borough<sup>3</sup>.

<sup>3</sup> Natural England Digital Map ALC008 (2011) Eastern Region Agricultural Land Classification. Available at: <http://publications.naturalengland.org.uk/publication/127056?category=5954148537204736>

- 2.41 This Plan places a high priority on the prudent use and good management of resources and effective protection for the environment. Both the form and location of future development and how buildings and land are used are fundamental to safeguarding those qualities which make Brentwood special and ensure these continue to be available for future generations to enjoy.

## Arts and Community

- 2.42 Brentwood Borough has a strong and dedicated arts community. There are over 70 arts organisations and societies delivering arts events throughout the year. Participation numbers in the borough are high with many people regularly taking part in an arts activity in their leisure time.
- 2.43 Local facilities, such as parish, village and neighbourhood halls provide for a range of community and cultural activities, such as play groups, clubs, social activities and public meeting space.
- 2.44 There are nine Parish Councils covering much of the borough's rural areas. However, the majority of the population live in unparished areas, such as the Brentwood Urban Area.

## Health and Well-being

- 2.45 Health is defined as a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity. The Council is working with partners to achieve a healthier Brentwood, so that people can enjoy good health and a sound and vigorous mentality.
- 2.46 The health of Brentwood Borough residents is generally better than the England average according to Public Health England. Life expectancy is above average. Levels of obesity, diabetes and drug misuse are below the national average.
- 2.47 Brentwood residents have to travel outside the borough to access main hospital facilities including accident and emergency. However, the borough benefits from a small NHS community hospital in Brentwood and other private medical facilities. GP surgeries are generally at capacity. NHS England has identified an additional need for GPs subject to the location of future development.
- 2.48 Basildon & Brentwood Clinical Commissioning Group (CCG) are responsible for planning, designing, buying and performance managing NHS services in the area. This includes a wide range of services such as most planned hospital care, rehabilitation care, urgent and community care, community health services and mental health and learning disability services.

## Education and Schools

- 2.49 Borough residents have higher than average levels of educational attainment when compared to both the rest of England and East of England. The borough has higher than average levels of school pupils achieving five good GCSEs and proportion of population with degree level education or equivalent. There is a lower than average proportion of population with no qualifications.
- 2.50 The borough has many well performing schools and colleges. Essex County Council is the local education authority although many schools are now self-governing, managing their own budgets and employing their own staff. There are also several independent or private schools in the borough. As academy schools are being encouraged, it will be important to work with partners to ensure adequate education provision is available to existing and future local residents.
- 2.51 Primary schools in the borough are generally at capacity, particularly within the Brentwood Urban Area, and some have limited physical space to expand. Secondary schools are generally performing with spare capacity.

## Utilities, Telecoms and Media

- 2.52 Power, gas and water networks will need to be considered when planning the borough's future. The Council is working with energy and water providers as part of the plan-making process. In addition, new development will require connections to telecoms and broadband networks.
- 2.53 Broadband internet connection and superfast speeds have become an essential everyday utility for homes and businesses across the country. Coverage in Brentwood varies between urban and rural areas. Essex County Council has committed to a significant broadband infrastructure upgrade with telecoms partners. Broadband speed is an important issue for the UK economy and international competition.

## Green Belt

- 2.54 All of the borough's countryside lies within Metropolitan Green Belt of London. That equates to 89% of the borough, the sixth highest in England by percentage of total area. This helps protect much of the high-quality agricultural land and countryside. However, it also constrains development opportunities, making it difficult to meet development needs in full.





**Figure 2.5: Metropolitan Green Belt (Part 1 of 2)**



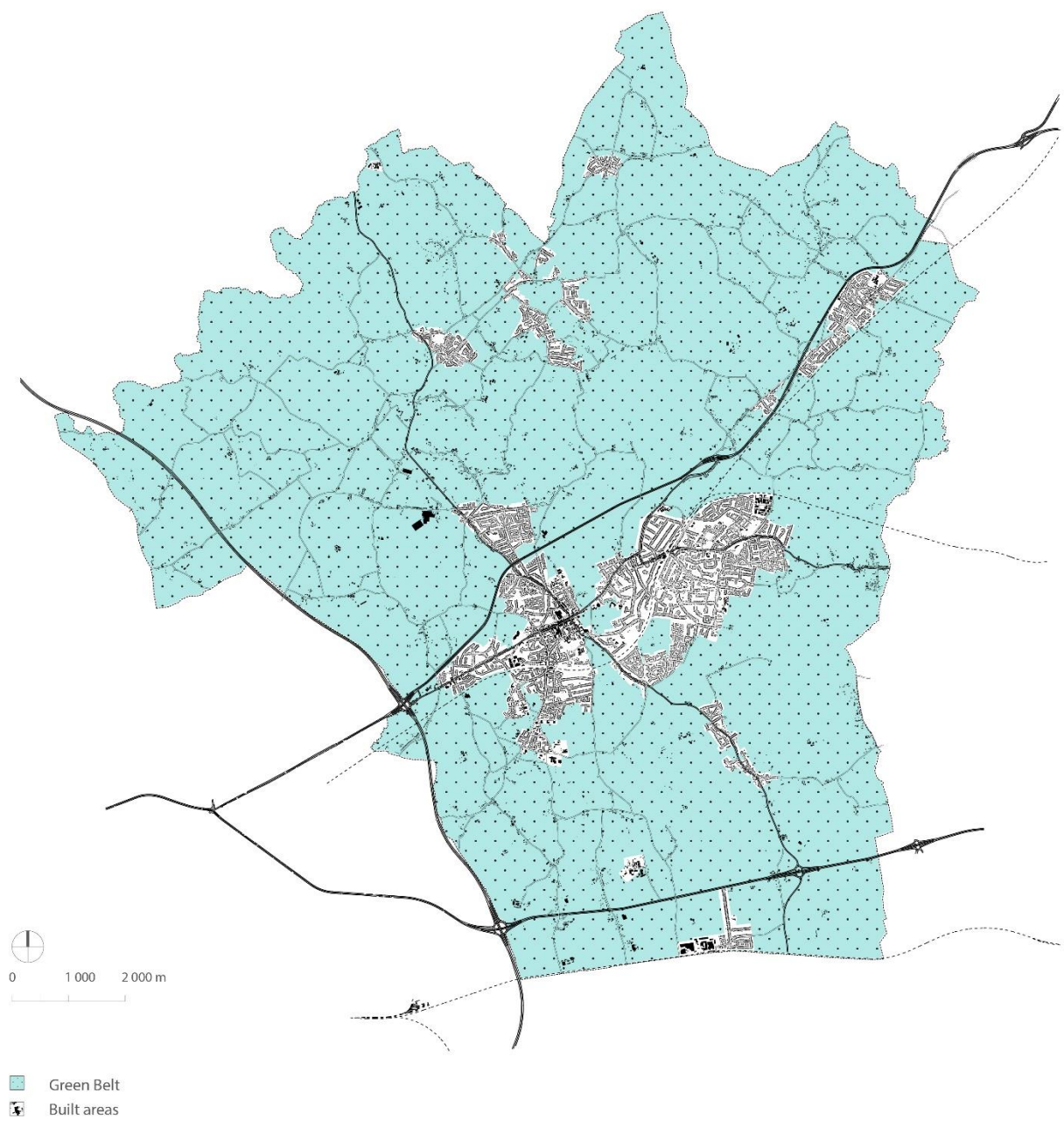
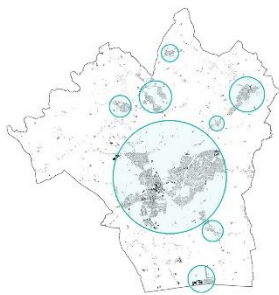


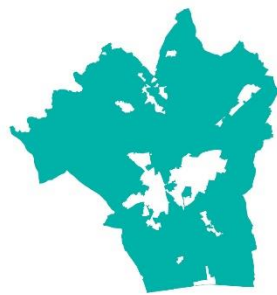
Figure 2.5: Metropolitan Green Belt (Part 2 of 2)



Just 20 miles north-east of Central London and a stones throw from the M25, Brentwood is ideally located, offering the best of both worlds between excellent transport links and quality environment



At the heart of the borough is the market town of Brentwood and its wider urban area, surrounded by villages set amongst attractive natural landscape of the Essex countryside

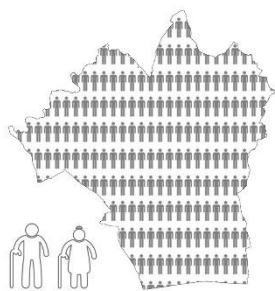


Over 85% of the borough is within London's Metropolitan Green Belt



The borough has a rich tapestry of built and natural assets, including two Country Parks, 13 Conservation Areas covering 600 ha, and over 500 Listed Buildings.

**Figure 2.6: Our Story (Part 1 of 2)**



The borough's population is over 73,600 with a significant retired population - an ageing population trend projected to continue



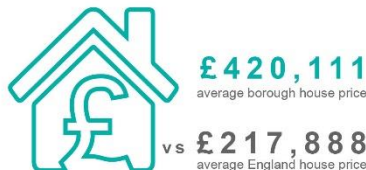
The health of people in Brentwood is generally better than the England average. Deprivation is lower than average, however about 10.8% children live in poverty. Life expectancy for both men and women is higher than the England average. Local health priorities include improving the health of older people, increasing vaccination coverage, and reducing cardiovascular disease by reducing the prevalence of obesity



ONS data 2015/2016 indicates an economic activity rate of 79%, slightly lower than the regional rate of 80.1% but higher than the GB rate of 77.9%. Notably the number of self-employed persons was at 12.5% which was significantly above East of England (10.7%) and GB (10.3%) averages. Long-term unemployed rates were less than both regional and national averages



The current housing stock is largely made up of detached and semi-detached houses with less small unit accommodation



The higher average salaries in London and the south-east have resulted in higher house prices, making affordability a pressing issue in Brentwood



ONS Business Register and Employment Survey 2015 indicates that the top three employee jobs by industry in the Brentwood Borough are M: Professional, Scientific and Technical (12.5%); N: Administrative and Support Services (12.5%), and G: Wholesale and Retail Trade (11.1%). The Inter Departmental Business Register (ONS) UK Business Counts (2016) indicates a strong bias towards micro enterprises (90.6%) in the Brentwood Borough which is higher than the East of England figure of 89.7%



Public transport, bus services in particular, are centred on Brentwood Town Centre, making accessibility an issue for villages with infrequent services and lack of evening running



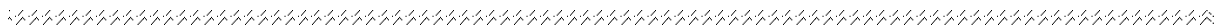
The arrival of Elizabeth Line at Brentwood and Shenfield will improve the existing service and provide new direct links through Central London

Figure 2.6: Our Story (Part 2 of 2)



## 3. Spatial Strategy - Vision and Strategic Objectives

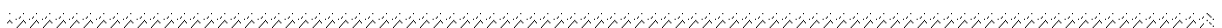
### Vision



*Bearing testimony to its market town origins, Brentwood Borough will continue to thrive as a place of commerce and enterprise, strengthened by our proposals to protect existing employment sites, and enhance and develop new sites of economic opportunity, with good connectivity to wider markets.*

*Brentwood will continue to be a desirable, liveable place to live and visit and encourage healthy active lifestyles. It will provide the 'best of both worlds' where the benefits of urban living can be enjoyed, the bustling high street can continue to thrive and provide opportunities for entertainment and culture, where the surrounding countryside and numerous Country Parks will continue to provide havens to wildlife, as well as beautiful and historic locations to be explored through active recreational pursuits.*

*We are a 'Borough of Villages' and we will continue to maintain our village character, ensuring development respects and enhances these environmental qualities that give Brentwood its distinctive character. We will encourage this through landscape-led development, where new development responds to a 'design and build with nature' approach, firmly embedding high quality green infrastructure through the public realm to create a seamless transition to our surrounding countryside.*



# Spatial Strategy Driving Factors

- 3.1 Underpinning this vision are three overarching driving factors:
- a. Meeting the Council's priorities for the borough, as set out in the Corporate Plan – 'A Vision for Brentwood';
  - b. Challenges and opportunities that inform how the borough should better manage development and change; and
  - c. Meeting the borough's housing needs.
- 3.2 The overall strategy applies to all development in the borough. The Plan's vision, strategic objectives and planning policies are all underpinned by the spatial strategy. Spatial Policies within this chapter set out the aims of the strategy. Strategic and Development Management Policies that follow provide the framework for its delivery.

## Corporate Plan Priorities

- 3.3 Underpinning this vision is the desire to address priorities set out in the Council's Corporate Plan - 'A Vision for Brentwood', under the themes: Environment and Housing Management, Community and Health, Economic Development, Planning & Licensing, and Transformation. The Local Plan will be one of the ways in which the aims and objectives of the Corporate Plan are achieved.
- 3.4 Supporting the delivery of this vision are a series of strategic objectives and spatial development principles outlining how growth and change is to be managed across the borough through the Plan period. The Spatial Strategy described in this chapter provides the framework for managing change and shaping how the area develops in future.
- 3.5 Principally, the spatial strategy sets out the level and location of development and growth and the key areas of change up to 2033, highlights the borough's built and natural assets to be safeguarded and enhanced.

## Spatial Challenges and Opportunities

- 3.6 The spatial strategy is informed by the following challenges and opportunities:
- a. Brentwood's principle character and settlement pattern as a 'Borough of Villages' are retained;
  - b. Limited availability of previously developed land (Brownfield), due to Brentwood's largely rural setting within the Green belt, which makes up 89% of the borough area;
  - c. Areas of landscape and environmental sensitivity, especially to the south of Brentwood and Shenfield;



- d. Growth options that meet sustainability criteria for accessibility to facilities and travel modes, and ensuring minimal impact on key environmental designations;
- e. Integrated and accessible transit routes that form key connections to London and the wider economic opportunities of South Essex; and
- f. Capacity of existing infrastructure and the need for new facilities.

## Housing Need

- 3.7 Provision of sufficient housing is critical to meet the needs of a growing population and for the effective functioning of local economies.
- 3.8 The Council is committed to planning positively to increase the supply of new homes to meet the needs of the area, as well as providing adequate employment land to boost the supply of jobs in the area, ensuring a healthy local economy.
- 3.9 To meet the requirements of national policy, local planning authorities are expected to identify their local housing need and ensure that their Local Plans meet this need in full for market and affordable housing; the spatial strategy sets out the Council's provision to meet this need in full, proposing to make additional land allocations above minimum need to provide additional flexibility in the supply and delivery of sites.

## Spatial Strategy Overarching Aims

- 3.10 Driven by Brentwood's Borough of Villages character, our spatial strategy focuses on three main driving forces:

## Transit-orientated Growth

- 3.11 Brentwood has two key transit corridors running through the borough: the 'Central Brentwood Growth Corridor', with the A12, the Great Eastern Main Line to London Liverpool Street Station, and the Elizabeth Line; and the 'Southern Brentwood Growth Corridor', with the A127 and the London, Tilbury and Southend Railway to London Fenchurch Street Station. These form key connectivity axes. Focusing growth along these axes will ensure that future development is sustainable, maximising the benefits of transport infrastructure. While some investment to improve the transport network will be inevitable, this growth strategy ensures economies of scale are reached, with the critical mass of development making it more viable for such investment to occur.

## Developing Naturally and Sustainably

- 3.12 Given Brentwood's village feel and countryside setting, development must be mindful of the ecological sensitivity and disruption to ecosystem services. For this reason, development should take a 'design and build with nature' approach. This will not only plan for resilient and smart infrastructure but also create living environments conducive to human health.

## Healthy Communities

- 3.13 Growing from a market town to the diverse economy it is today, future development should capitalise on this evolution to ensure a diverse balance of employment opportunities for all alongside vibrant hubs of economic and social-cultural activity to provide attractive, connected, walkable, lively and stimulating destinations with the necessary facilities and services required to sustain healthy and active communities.
- 3.14 These goals are supported by four strategic objectives and respective policies, as illustrated in Figure 1.1.

## Strategic Objectives

- 3.15 This section defines our four strategic objectives and how the supporting policies align to help deliver these.
- 3.16 **SO1: Manage Growth Sustainably**, by directing development to the most sustainable locations, ensuring that the characteristics and patterns of our different settlements are protected and enhanced to provide a strong emphasis on 'sense of place' to be enjoyed by people living, working and visiting Brentwood.
- 3.17 **SO2: Deliver a Healthy and Resilient Built Environment**, one where our design creates spaces that encourage social interaction and healthy active lifestyles; mitigates, reduces impact or adapts to conditions of a changing climate through smart infrastructure; creates public realm and homes where both the internal and external spaces are conducive to human health.
- 3.18 **SO3: Deliver Sustainable Communities with Diverse Economic & Social-cultural Opportunities for All**, opportunities which flexibly respond to the changing economic climate and employment sector trends making citizens feel economically empowered to enjoy and benefit from the necessary community/social infrastructure that sustains inclusive, informed, vibrant, active and cohesive communities.
- 3.19 **SO4: Deliver Beautiful, Biodiverse, Clean and a Functional Natural Environment**, where our natural heritage is protected, and ecosystem services are restored, enhanced and integrated back into the built environment through multi-functional green and blue infrastructure.



3.20 The policies are split into two types;

- i. Spatial policies which provide the overarching strategic guidance to steer development opportunities across the borough. Most of these policies relate to delivering Strategic Objective SO1; and
- ii. Development management policies which provide more details on a number of thematic topics.

## Growth Areas

3.21 Two key growth areas have been identified, considering our overarching aim to deliver sustainable development in transit corridors, through a process of sequential analysis and review of sites:

- a. In the Central Brentwood Growth Corridor, we will maximise every opportunity to bring forward brownfield land for development, where appropriate, in Brentwood and Shenfield. This will take account of the arrival of the Elizabeth Line, and reflect our commitment to deliver brownfield development, in consistency with the NPPF (2018). However, brownfield land is limited; and given the opportunity for new development to invest in infrastructure and facilities, we will grow the wider Brentwood Urban Area by providing urban extensions in places where development can be contained, and where Green Belt harm is minimized. This is in response to local housing needs and limited brownfield capacity, providing exceptional circumstances to consider limited use of Green Belt. In addition, opportunities to grow Ingatestone Village will be taken where contained sites can deliver an urban extension to the south, providing new housing and supporting employment.
- b. In the South Brentwood Growth Corridor, we will deliver a strategic allocation at Dunton Hills Garden Village, providing a new mixed-use, self-sustaining community in the south-east of the borough. A strategic allocation at M25 junction 29 (Brentwood Enterprise Park) will provide for most of the new employment land needed, bringing forward a modern business park village in the south-west of the borough with excellent access to the M25. This will also act as a focus for a wider M25/A127 employment cluster considering existing employment uses in the area. Brownfield opportunities will be taken to effectively meet local needs, such as a residential-led, mixed-use redevelopment of existing industrial land in West Horndon, creating a new village centre with supporting services and facilities close to the village rail station. Developing here provides an opportunity to address conflicts arising from heavy freight traffic passing through the village. Residential-led development in the area will help strengthen the village centre and improve service provision. Significant improvements to infrastructure and services will be required to support growth within the Corridor.
- c. Development in areas outside these growth areas corridors will be limited, to retain the local character. Brownfield opportunities will be encouraged where appropriate schemes help meet local needs and ensure that our villages remain thriving communities, in line with policies in this Plan. Where appropriate, this includes the redevelopment of previously developed sites in Green Belt and infill while improving links to nearby villages.

# Key Diagram

3.22 The Key Diagram shows the main aspects of the spatial strategy set within the broader local context. This also includes some key aims of other policies in the Plan.

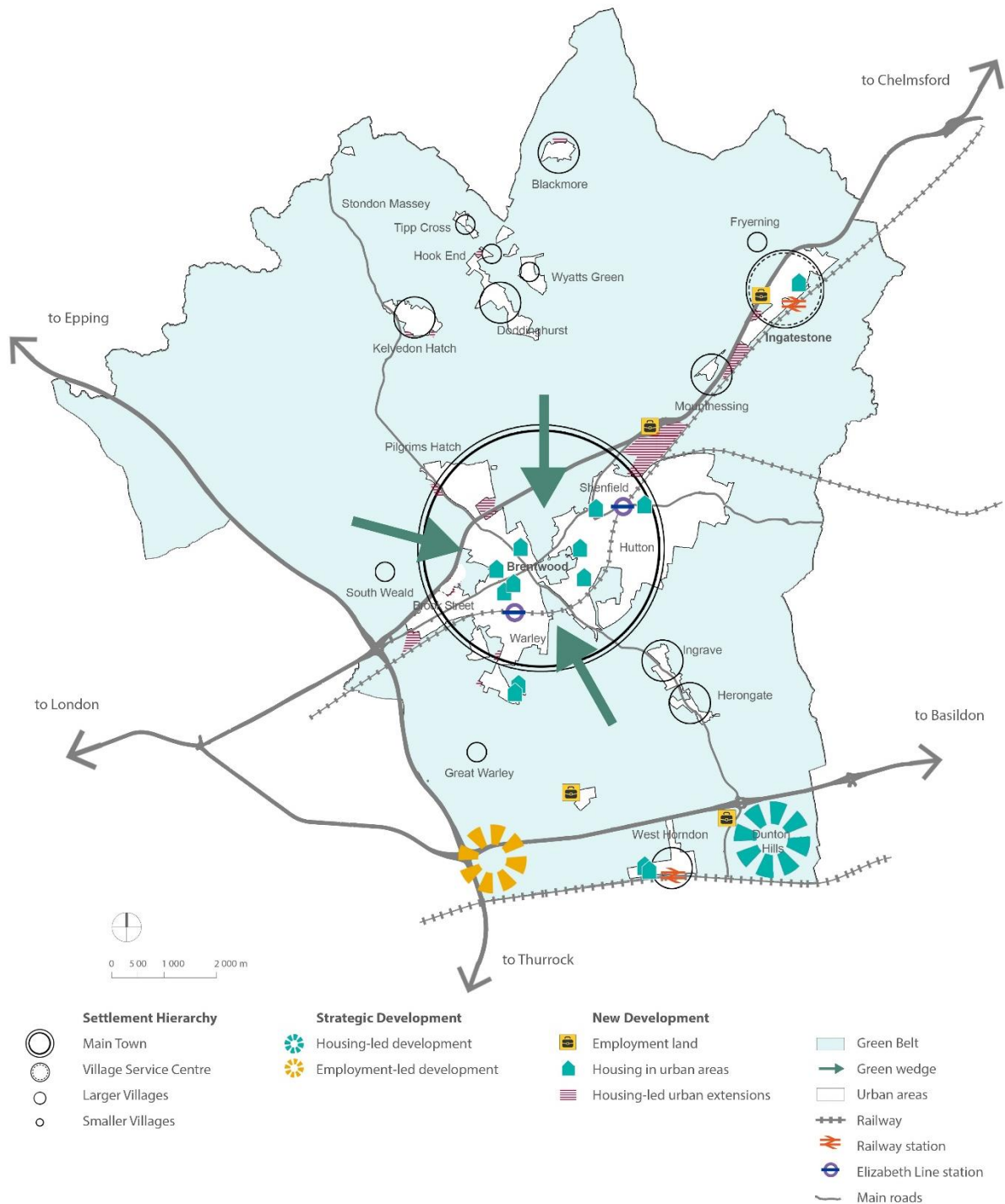


Figure 3.1: Key Diagram

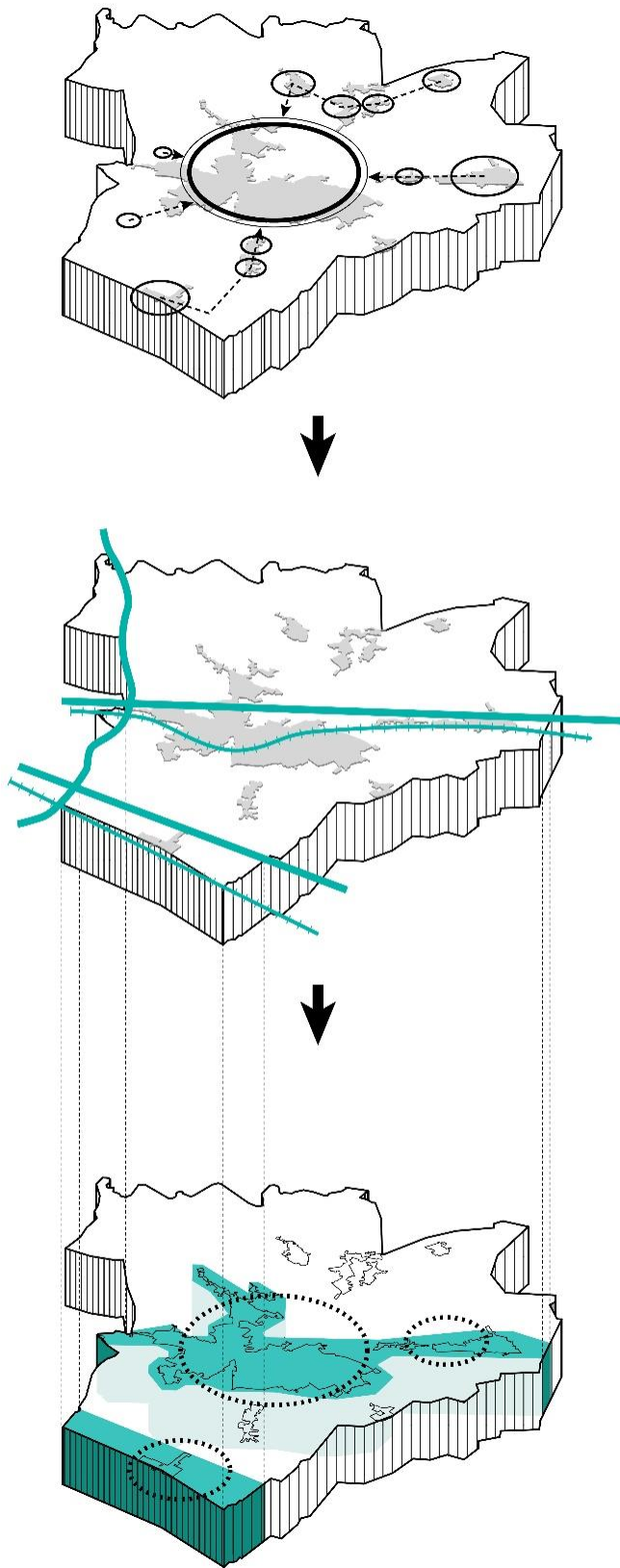


Figure 3.2: Growth Areas

# Spatial Development Principles

## Using Land Sequentially

- 3.23 The spatial strategy considers each location in terms of a sequential land use test. Development proposals in the borough will follow the following principles:
- a. Urban areas – Prioritise brownfield sites wherever suitable and make efficient use of land;
  - b. Brownfield Green Belt – Use of previously developed land in the Green Belt where in accordance with policies in the Plan;
  - c. Strategic sites – Use opportunities created by larger housing development to deliver new homes and supporting services and infrastructure;
  - d. Urban extensions – Deliver new homes in areas close to existing transport intrastate and local facilities; and
  - e. Windfall – An allowance is made for small scale development that will come forward in future not currently identified, in line with proposed policies to effectively and efficiently use land to meet local needs.

## Strategic Sites

- 3.24 Strategic sites have been identified separately to other development allocations in order to deliver the significant amount of growth to meet local needs, specifically new homes and new jobs. These are displayed on the Key Diagram and set out in site specific policies in Chapter 9. Furthermore, Chapter 9 provides background information on the selection process of Dunton Hills Garden Village as a strategic allocation capable of meeting the majority of Brentwood's housing need, within the Plan period.

## Borough Gateways

- 3.25 Development proposals in the vicinity of key gateways into Brentwood Borough, as set out in Figure 3.3, will contribute to enhancing a positive impression of the borough. Development should help to create a distinctive and clear entry into Brentwood. Development proposals need to reflect an understanding of the borough's character in line with the spatial strategy and enhance the local area.
- 3.26 Gateways include, but are not limited to, transport interchanges such as highway junctions and stations. Development should recognise the importance of creating a positive impression for those passing by the site as well as those entering it. These locations, when in urban areas, offer an opportunity for higher densities and employment locations. In addition, public art and public realm improvements can be considered.



Figure 3.3: Key Gateways



# 04



## 4. Managing Growth

### Managing Sustainable Growth

- 4.1 The following cross-cutting policies implement the Council's strategy for sustainable growth. They set out how sustainable development is to be achieved, where development is best placed to ensure accessible and sustainable growth, and what development proposals must respond to.
- 4.2 The section contains the following policies:
  - i. Policy SP01: Sustainable Development
  - ii. Policy SP02: Managing Growth
  - iii. Policy SP03: Health Impact Assessments
  - iv. Policy SP04: Developer Contributions
  - v. Policy SP05: Construction Management
  - vi. Policy SP06: Effective Delivery of Development
- 4.3 These policies are supported by the site allocation policies (Chapter 9), which give more detail about each of the growth areas. The site allocation policies detail the amount and type of development expected to be provided, and the specific supporting infrastructure and other requirements needed for each of the sites.



**POLICY SP01: SUSTAINABLE DEVELOPMENT**

- A. When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.
- B. The Council will always work proactively with applicants to jointly find solutions which mean that proposals for sustainable development can be approved wherever appropriate, and to secure development that improves the economic, social and environmental conditions in the area.
- C. Planning applications that accord with policies in this Local Plan (and, where relevant, with policies in relevant Development Plan Documents, and Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.
- D. Development will be supported and is considered to contribute towards delivering the Strategic Objectives where it:
  - a. preserves and enhances the character and settlement setting of our borough of villages;
  - b. has no unacceptable effect on visual amenity, the character appearance of the surrounding area;
  - c. provides satisfactory means of access to the site for vehicles, cyclists and pedestrians and parking and servicing arrangements;
  - d. ensures the transport network can satisfactorily accommodate the travel demand generated and traffic generation would not give rise to adverse highway conditions or highway safety concerns or unacceptable loss of amenity;
  - e. has no unacceptable effect on health, the environment or amenity due to the release of pollutants (such as light, noise pollution, vibration, odour, smoke, ash, dust and grit) to land, water or air;
  - f. causes no unacceptable effects on adjoining sites, properties or their occupiers through excessive noise, activity or vehicle movements; overlooking or visual intrusion; harm to or loss of outlook, privacy or daylight/sunlight enjoyed by occupiers of nearby properties;
  - g. takes full account of opportunities to incorporate biodiversity in developments;
  - h. delivers good design;

- i. preserves, and where appropriate, enhances heritage asset and conservation area;
- j. results in no net loss of residential units; and
- k. mitigates impact on local services and community infrastructure.

- 4.4 The NPPF (2018) is clear that the purpose of the planning system is to act positively to contribute to the achievement of sustainable development. We have set out four overarching strategic objectives that define how sustainable growth is to be achieved, and how development should take positive steps to secure gains in economic, social and environmental objectives. Figure 1.1 illustrates how Brentwood's Local Plan is positively framed and aligned to achieve sustainable development.
- 4.5 For the purposes of this policy, the Council will consider the application in its entirety and how it relates to its immediate context. Impacts will be considered unacceptable when they do not meet the standards, principles and requirements provided in the Local Plan policies or where they result in negative impacts that cannot be adequately mitigated.
- 4.6 The Council seeks to promote and secure sustainable development, including in windfall locations, in line with Local Plan policies. This means directing development to locations which are supported, or capable of being supported, by effective transport provision, leisure, community and other essential services, while minimising harm to the environment and preserving the Green Belt.
- 4.7 Development should not harm the amenities of occupiers in nearby properties. Therefore, protecting the privacy and amenity space of nearby properties by avoiding excessive overlooking or loss of light resulting from new development are key considerations. New development should be sympathetic to the character and form of neighbouring properties and surroundings, ensuring they are not overbearing and do not look out of place. New development is likely to result in some impacts or changes, but this should be limited wherever appropriate and not be unacceptable.
- 4.8 Considering the imperative to deliver sustainable development, the Council expects development to adopt environmental best practice and pollution prevention measures in relation to groundwater, drainage, lighting, noise, impacts on health, the environment and amenity to avoid, address or mitigate adverse impacts that might otherwise arise. It will be important that all development proposals consider the environmental impact of proposed activities at an early stage in the planning process and incorporate measures needed to address this.
- 4.9 For a scheme to be acceptable, development will be required to make satisfactory arrangements for vehicular, cycle and pedestrian access into the site and for parking and servicing within the site. Any traffic generated by the development should be capable of

being satisfactorily accommodated by the transport network and not give rise to unacceptable highway conditions, safety and amenity concerns.

- 4.10 Changes of use from residential, especially within or adjoining commercial centres, can involve the loss of smaller accommodation, for example flats above shops and small terraced units, which make a valuable contribution to the housing stock offering housing choice and affordability and responding to demographic change, notably a fall in the average household size. A residential presence in commercial areas maintains activity after shops and offices close, enhances community safety and retains the mixed-use feel of shopping areas. Such locations are sustainable being near services, facilities within walking distance and public transport. Making the best use of existing housing helps resist pressure to release additional land from the Green Belt. The Council therefore aims to retain existing dwellings and resist their loss. Similarly, the Council will seek to retain community facilities and services where needed, or secure their replacement, to at least an equivalent standard and convenience.

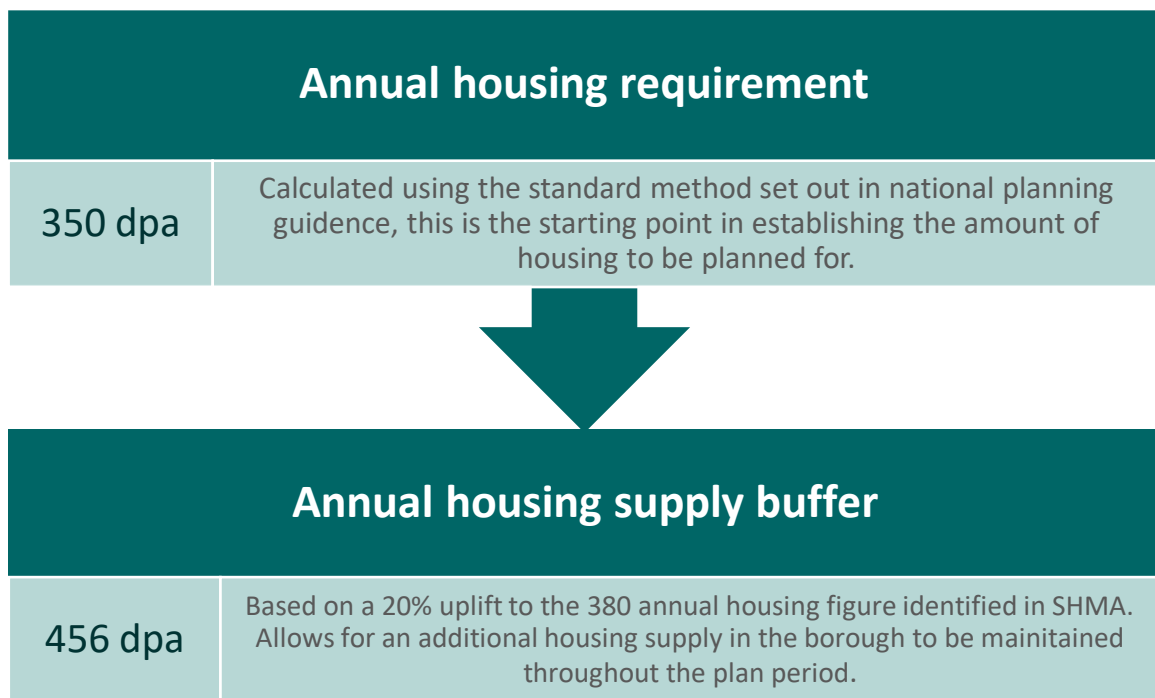
## Local Housing Need

- 4.11 The government introduced a standardised methodology for calculating local housing need alongside the NPPF in July 2018. This calculates local housing need and is based on household projections published by the Office for National Statistics, applying an uplift for areas considered to need more affordable housing on the basis of high house prices.
- 4.12 In preparing the Local Plan the Council has continued to update its Strategic Housing Market Assessment SHMA (Part 1) in identify local housing need from which strategic policies have been informed. The Standard Method number for Brentwood, as calculated in the SHMA following current national guidance (2018), is 350 new homes per year using the annual average growth over years 2019-2029.
- 4.13 On this basis, 350 new homes per year forms the Council's housing requirement figure, this is the starting point in establishing the amount of housing to be planned for.
- 4.14 The Council is committed to planning positively for new homes to help significantly boost the supply of housing to meet the needs of the area. Taking into account the government's ambitions for housing growth, it is appropriate to consider the government's response document to the revised NPPF, and its intention to adjust the standardised methodology to ensure that the starting point in the plan-making process is consistent with ensuring that 300,000 homes are built per year by the mid-2020s nationally<sup>1</sup>.
- 4.15 Mindful of the above and to provide flexibility in the supply of housing sites, helping boost delivery, the Council proposes to allocate development sites in the Local Plan to provide an uplift from the 350 dpa minimum housing requirement.

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<sup>1</sup> Ministry of Housing, Communities and Government (2018) Government response to the draft revised National Planning Policy Framework consultation: A summary of consultation responses and the Government's view on the way forward. Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/728498/180724\\_NPPF\\_Gov\\_response.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/728498/180724_NPPF_Gov_response.pdf)

- 4.16 The Council is committed to provide a housing supply buffer<sup>2</sup> (calculated on the basis as set out in Figure 4.1). The buffer allows for an additional housing supply in the borough to be maintained throughout the Local Plan period and is an approach supported in national planning guidance. When taking the supply buffer into account, provision is made for a total of 7,752 new homes in the period 2016-2033; an annualised housing target of 456 new homes per year.



**Figure 4.1: Annual housing requirement and supply buffer**

- 4.17 Based on past delivery records, windfall sites will make a contribution towards provision. These are sites expected to come forward throughout the Plan period and as such are taken into account in determining the residual housing requirement. The Council has assessed the contribution of windfall sites on past housing supply in the borough. The evidence shows that at least 41 new homes have been built on windfall sites each year. For future housing supply, a windfall allowance of 41 new homes a year has been applied from 1 April 2023 to 31 March 2033 (final 10 years of the Plan period). This is considered robust and represents a modest contribution to the overall supply.
- 4.18 For the purposes of calculating the Council's rolling five-year housing land supply<sup>3</sup>, it has not been possible to identify a five-year housing land supply which delivers the current annualised requirement<sup>4</sup>.

<sup>2</sup> The housing supply buffer serves to safeguard against any potential uplift to the standard methodology for calculating housing need, pending the outcome of the governments 'Technical consultation on updates to national planning policy and guidance', Ministry of Housing, Communities & Local Government, October 2018.

<sup>3</sup> See current Five Year Housing Land Supply Statement

<sup>4</sup> Consideration has been given to the role of small sites in contributing to overall housing need through the HELAA assessment.

- 4.19 The high proportion of designated Green Belt within the borough (89% of the total Brentwood Borough area) makes it extremely difficult to achieve a five-year supply, due to the fact that sites on the edge of settlements, currently within the Green Belt are not available for development purposes until the adoption of the Plan.
- 4.20 As a consequence, a greater proportion of the required homes are forecast to be delivered in the period beyond 2023, when the sites on the edge of settlements (previously within the Green Belt) begin to benefit from the detailed planning consent, enabling infrastructure and construction commences on these sites.
- 4.21 Therefore, this Plan sets out a pragmatic response to the matter, by proposing an initial housing delivery target of 310 homes per year to 2023, followed by a higher target of 584 homes per year thereafter for the remainder of the plan period; this combination provides for 7,752 homes in accordance with Policy SP02.

## **POLICY SP02: MANAGING GROWTH**

- A. Provision is made for 7,752 new residential dwellings (net) to be built in the borough over the Plan period 2016-2033 at an annual average rate of 310 dwellings per year to 2022/23, followed by 584 dwellings per year from 2023/24-2033.
- B. New development within the borough will be directed towards:
  - a. the site allocations set out in Chapter 9; and
  - b. highly accessible locations along transit/growth corridors.

## **Sequential Land Use**

- 4.22 The spatial strategy informs the allocation of sites for development. This considers each location in terms of a sequential land use test, in line with guidance and best practice, and should be a key consideration in determining applications. It prioritises growth based on brownfield land and land in urban areas first; and only then brownfield land in Green Belt areas where deemed appropriate according to policies in the Plan.
- 4.23 Figure 4.2 sets out how different types of land use will contribute towards overall housing needs to be met according to Policy SP02.

	Net homes	%
Completions 2016/17 & 2017/18	363	5%
Extant permissions (as at 1 <sup>st</sup> April 2018) and minus non-implementation discount (10% of permission supply)	926	12%
Windfall Allowance (from 1 April 2023 to 31 March 2033)	410	5%
Brownfield Land within Brentwood Urban Area / Settlement Boundary	1,152	15%
Greenfield Land within Brentwood Urban Area / Settlement Boundary	75	1%
Brownfield Land within settlement boundary – Other Locations	580	7%
Green Belt Land – Edge of Brentwood Urban Area	1,240	16%
Green Belt Land – Edge of Ingatestone	218	3%
Green Belt Land – Larger Villages	123	1%
Strategic Allocation – Dunton Hills Garden Village	2,700	35%
<b>Total</b>	<b>7,787</b>	<b>100%</b>
<b>Allocation Total</b>	<b>6,088</b>	<b>78%</b>

Figure 4.2: Demonstrating Housing Provision

## Health Impacts

4.24 Local planning policy has a crucial role to play in ensuring that the opportunities exist for people to be able to make healthier life choices and addressing health inequalities (as per the role of health and well-being in plan-making 2017, plan-making guidance 2018 and the NPPF 2018). The policies within the Brentwood Local Development Plan use both local and national evidence, strategy and policy with the aim to create and support strong, vibrant, sustainable and healthy communities. These will be delivered by promoting and facilitating healthy living, and creating environments which offer opportunities for healthy choices across generations. The health and well-being of communities must begin with the planning process and it is agreed that if a community has access to well-designed places, access to appropriate health and community services and facilities set out above, health and well-being should be positively influenced.

4.25 Development which are expected to prepare a Health Impact Assessment include:

- Residential developments of 50 or more units;

- Non-residential developments of 1,000 sqm or more; and
- C2 class developments.

### **POLICY SP03: HEALTH IMPACT ASSESSMENTS (HIAs)**

- A. Brentwood Borough Council is committed to ensuring all new developments promote healthier and inclusive environments. This includes regeneration proposals. The design of the built environments and use of the natural environments play a key role in ensuring that health inequalities are not exacerbated and can support people to live healthier lives. The evidence suggests that the following issues impact on the physical, social, and mental health and well-being of communities:
- a. the location, density and mix of land use;
  - b. street layout and connectivity;
  - c. access to public services, employment, local fresh food, education, leisure and recreation activities, and other community services;
  - d. safety and security;
  - e. open and green space;
  - f. affordable and energy efficient housing;
  - g. air quality and noise;
  - h. extreme weather events and climate change;
  - i. community interaction; and
  - j. transport.
- B. The majority of proposals will be required to assess their impacts on health and well-being, upon the capacity of existing health and social care services and facilities, the environmental impacts, and the promotion of health improvement activities. For use class C2 developments comprising residential care homes and nursing homes, and use class C3 residential, developments of any size are encouraged to illustrate how health and well-being have been considered within the development. For use class A5 hot food takeaways, a Health Impact Assessment will be required to be included in an application. Where an unacceptable adverse impact on health is established, permission will not be granted. Planning proposals should adhere to the requirements set out in the most up to date Essex Planning Officer's Association (EPOA) Health



Impact Assessment (HIA) Guidance Notes<sup>5</sup> or any latest iteration of the document.

- C. Developments that are 50 or more units (or less than 50 units at the discretion of the planning authority where the number of units could propose a significant impact on the community and infrastructure) and non-residential developments in excess of 1,000m<sup>2</sup>, are required to submit a Health and Well-being Impact Assessment as required by the EPOA HIA Guidance Note, which will measure the impact on health and well-being, the demand on the capacity of health and social care services and facilities arising from the development. Where significant impacts are identified, planning permission will be refused unless infrastructure provision and/or funding to reasonably meet the health and well-being and service requirements of the development are provided and/or secured by planning obligations, or by CIL, as appropriate.
- D. Brentwood Borough Council will require a Health and Well-being Impact Assessment to be prepared and carried out in accordance with the advice and best practice for such assessments as published locally through the Essex Planning Officers Association (EPOA). Developers will be expected to contact the Council at pre-application stage to complete the Healthy Communities Checklist (as part of the validations checklist), to enable joint discussions to take place on the likely health and well-being impacts and environmental impacts of proposals. This is an opportunity to strengthen the process of spatial planning through partnership working, community engagement, evidence sharing and coordination and the impacts on health and well-being and the environment.

- 4.26 Chapter 9 of the National Planning Policy Framework (2018) acknowledges that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Local planning authorities (LPAs) are expected to use their planning powers to ensure that health and well-being inequalities are reduced and mitigated where appropriate, to ensure positive social, economic, and environmental benefits are achieved.
- 4.27 Health and well-being inequalities have been recognised as having a significant impact on communities. The government has clearly signalled its commitment to promoting Health Impact Assessment since 2003 with the publication on Tackling Health Inequalities by the London Department of Health, followed by Choosing Health White Paper (2004), the Department of Health Guidance on Planning for NHS staff, and the inclusion of Health and Well-being requirements as set out in the NPPF (2018).
- 4.28 In response to the government's priorities placed on health and well-being, the Essex Planning Officers Association (EPOA) published a guidance note on Health Impact

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<sup>5</sup> Essex Planning Officer's Association (EPOA) Health Impact Assessment (HIA) Guidance notes (2008) .  
<https://www.uttlesford.gov.uk/media/2222/Guidance-note-Health-Impact-Assessments-2008-/pdf/hiaguidance.pdf>

Assessments (2008) which set out targets for all local authorities to ensure that their Local Development Frameworks (or equivalent development plan documents) contain a policy requiring HIA for relevant planning applications. The EPOA Guidance Note on HIA is currently being update; once published, developers should refer to the most up to date guidance to ensure that health and well-being impacts have been fully considered as part of the proposal.

- 4.29 The updated Essex Design Guide (EDG) includes the principles of health and wellbeing and a common theme embedded throughout the document. The EDG encourages all developments to employ the principles of Building Regulations Part M4 Category 2 (Accessible and Adaptable Dwelling) so as to promote independent living. The provision of access to open spaces, natural environments and informal and formal recreation opportunities contributes significantly to prevention of ill health. Transport corridors should be well-established to encourage cycling and walking as safer, more active alternatives to the car for local journeys.
- 4.30 The joint Essex health and wellbeing strategy 2018-2022 is supported by partners including district councils and health. The priorities within this are:
- i. improving mental health and wellbeing;
  - ii. addressing obesity, improving diet and increasing physical activity;
  - iii. influencing conditions and behaviours linked to health inequalities; and
  - iv. enabling and supporting people with long-term conditions and disabilities.

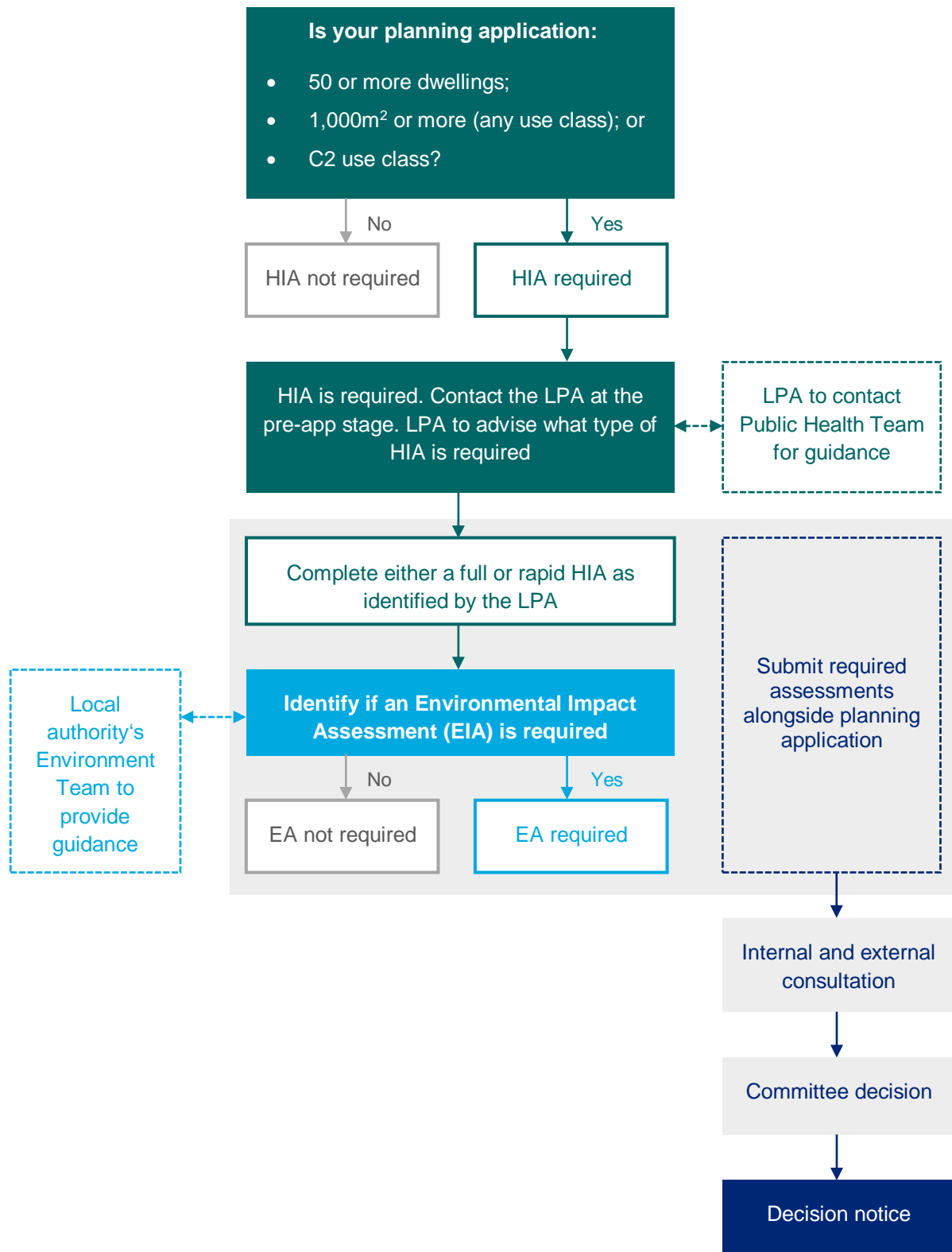


Figure 1.3: How to assess if a planning application requires to undertake an HIA and the steps involved

**POLICY SP04: DEVELOPER CONTRIBUTIONS**

- A. All new development should be supported by, and have good access to, all necessary infrastructure. Permission will only be granted if it can be demonstrated that there is sufficient appropriate infrastructure capacity to support the development or that such capacity will be delivered by the proposal. It must further be demonstrated that such capacity as is required will prove sustainable over time both in physical and financial terms.
- B. Where a development proposal requires additional infrastructure capacity, to be deemed acceptable, mitigation measures must be agreed with the local planning authority and the appropriate infrastructure provider. Such measures may include (not exclusively):
  - a. financial contributions towards new or expanded facilities and the maintenance thereof;
  - b. on-site provision (which may include building works);
  - c. off-site capacity improvement works; and/or
  - d. the provision of land.
- C. Developers and land owners must work positively with the Council, neighbouring authorities and other infrastructure providers throughout the planning process to ensure that the cumulative impact of development is considered and then mitigated, at the appropriate time, in line with their published policies and guidance.
- D. Applicants proposing new development will be expected to make direct provision or contribute towards the delivery of relevant infrastructure as required by the development either alone or cumulatively with other developments. Developers may be required to:
  - a. pay Community Infrastructure Levy (CIL) charges in order to mitigate on-site and off-site impacts of growth, as required by the Council's charging schedules; and
  - b. enter into Section 106 (S106) agreements to make provisions to mitigate the impacts of the development where necessary or appropriate. Section 106 will remain the appropriate mechanism for securing land and works along with financial contributions where a sum for the necessary infrastructure is not secured via CIL.
- E. For the purposes of this policy the widest reasonable definition of infrastructure and infrastructure providers will be applied. Exemplar types of infrastructure are provided in the glossary appended to this Plan.

- F. Where proposals do not meet planning policy requirements or do not propose to deliver required S106 planning obligations, applicants will be required to:
  - a. prove that the benefits of the development proceeding without full mitigation outweigh the collective harm;
  - b. submit a fully transparent open book Financial Viability Assessment to the Council. The viability assessment may be subject to an independent scrutiny by appointed experts, at the applicant's cost;
  - c. prove that a full and thorough investigation has been undertaken to find innovative solutions to issues and all possible steps have been taken to minimise the residual level of unmitigated impacts; and
  - d. obligations are entered into by the developer that provide for appropriate additional mitigation in the event that viability improves prior to completion of the development.

- 4.31 The spatial vision and strategic objectives emphasise the importance of managing growth and shaping change sustainably. This puts planning for appropriate and adequate infrastructure at the heart of sustainable development. In ensuring that the policies of the Local Plan are delivered in a manner that achieves sustainable development, the Council seeks contributions from developers to fund improvements to existing infrastructure and the environment, or where necessary, new infrastructure. Contributions will be made through the Community Infrastructure Levy, which applies a standard charge to developers to fund supporting infrastructure such as transport, schools, community facilities and health facilities, and/or Section 106 agreements which address the provision of affordable housing and more site-specific infrastructure requirements.
- 4.32 The Council wishes to work collaboratively with appropriate infrastructure providers, our partners and developers to deliver the infrastructure necessary to support the level of growth required to meet objectively assessed housing need.
- 4.33 The Infrastructure Delivery Plan (IDP) identifies the types of infrastructure required to support the anticipated growth in the borough and includes a summary of the current identified infrastructure projects.
- 4.34 The IDP will be required regularly and where necessary updated in consultation with both the internal and external stakeholders such as other service areas and infrastructure providers.
- 4.35 This policy must be read in conjunction with Policy NE02 Recreational Disturbance avoidance Mitigation Strategy (RAMS).

**POLICY SP05: CONSTRUCTION MANAGEMENT**

- A. All major development should sign up to the Considerate Constructors Scheme, or equivalent. During construction, major development is required to:
  - a. minimise levels of noise, vibration, artificial light, odour, air quality, fumes, or dust pollution;
  - b. consider the routing, timing and frequency of heavy goods vehicle movements to reduce their impact on vulnerable road users, local amenity and congestion;
  - c. use, where available, construction and or freight consolidation centres; and
  - d. consider the impact of construction on water supply, flood risk and drainage and implement suitable mitigation measures where required.
- B. Major development must consider the cumulative impacts of other major development occurring in the vicinity on levels of noise, vibration, artificial light, odour, air quality, fumes or dust pollution, and plan timings of works, delivery timings, routes, and location of equipment accordingly to reduce the cumulative impacts.
- C. Development is required to employ the highest standards of sustainable construction management, including:
  - a. sustainable construction methods, such as use of sustainably sourced materials recycled materials;
  - b. the reuse of demolished material from development site, where practical in order to minimise the transportation of waste and reduce carbon emissions; and
  - c. the sustainable disposal of materials.

- 4.36 This policy must be read in conjunction with Policy NE02 Recreational disturbance Avoidance Mitigation Strategy (RAMS) and Policy BE02 Sustainable Construction and Resource Efficiency.
- 4.37 This policy recognises the high levels of growth that are taking place within or near to inhabited places. It therefore seeks to ensure development minimises its impacts on the local environment and existing community's health and well-being.
- 4.38 Developers will be expected to sign up to the Considerate Constructors Scheme to better manage and mitigate the cumulative impacts arising from construction of the borough's

population and environment. This is a national initiative which seeks to promote safe and considerate building practices and engineering works and improve standards of neighbourliness. Sites that are registered under the scheme are independently assessed and monitored against the code of considerate practice, designed to encourage higher standards of conduct. An equivalent scheme membership may also be considered as meeting the requirements of this policy.

- 4.39 Cumulative impacts arising from other major developments within one-kilometre radius of the proposal site should be assessed and mitigation actions identified. This should be evidenced throughout the construction logistics management plan.
- 4.40 The Council seeks to reduce development waste from a development site and ensure sustainable construction methods can significantly reduce the energy requirements and associated carbon emissions of the scheme. In addition, developers should address risk of flooding associated with the construction process before any work on site commences and consider phasing of work to ensure necessary features are constructed at the earliest stages of development. Applications should evidence how the development will seek to meet this requirement in the design and access statement and or the sustainability statement, as part of the planning application.
- 4.41 The borough's growth strategy is established on the principles of ensuring the best use of land, achieving sustainable development, and safeguarding the longer-term integrity of the Green Belt and other greenfield land, recycling and reusing previously developed land. For this reason, development is prioritised in suitable and accessible locations within existing settlements, conversion and reuse of previously developed (brownfield) land and buildings.
- 4.42 The level of development planned for the borough aims to strike a balance between responding to the need for development and acknowledging constraints which determine how much development the borough can sustainably accommodate. The removal of top soil during construction can increase the risk of flooding by reducing the site's natural ability to retain volumes of rainfall through interception storage. Developers should address flood risk during the construction process before any work on site commences and consider phasing of work to ensure necessary features are constructed at the earliest stages of development. Areas such as the Green Belt, land valuable for food production, land at risk to flooding, land of high landscape value, and nature conservation areas are to be protected from development.
- 4.43 Phasing refers to the timing of delivery of development in relation to other activities, such as land assembly or provision of infrastructure. Development may require phasing, both to ensure that new occupants have access to services they need and to minimise disruption caused by development to existing communities or the services they depend on. Phasing helps ensure the timely delivery of development over the Plan period to ensure that there is adequate supply of housing to meet a five-year supply. Therefore, in this regard, an important role of this Plan is to indicate where and when sites are expected to come forward.



**POLICY SP06: EFFECTIVE DELIVERY OF DEVELOPMENT**

- A. Development proposals for large complex allocation sites will be expected to be developed in partnership with the Council, infrastructure providers and other relevant organisations, through a collaborative masterplanning approach.
- B. Successful development of the sites will require supporting documents such as a strategic masterplan, area specific masterplan, complementary design guide/code, to help guide the necessary coherence across the entire development site, irrespective of who delivers the different locations or components of the scheme.
- C. The Council may, at its discretion, appoint an independent Quality Design Review Panel to review the detailed design proposals, to provide additional rigour to the design-thinking process, thereby ensuring the longer-term sustainable success of the development.
- D. Development proposals should submit a supporting statement setting out the sustainable long-term governance and stewardship arrangements for community assets<sup>6</sup>; the statement should be proportionate with the scale of the scheme and quantum of infrastructure being delivered.

- 4.44 Area specific plans and masterplans are key to informing how the redevelopment of strategic sites and areas of change will come forward. They are also key to improving the understanding of how site constraints and opportunities have been addressed and maximised, to realise the spatial strategy. This ensures that priorities are aligned, and scheme acceptance is secured.
- 4.45 This policy ensures that a collaborative and participatory approach is taken when working up scheme proposals with all relevant stakeholders, to give plans a better chance of success. This will include key partnerships with health and infrastructure providers, and local communities, including Parish Councils and Neighbourhood Forums producing Neighbourhood Plans.
- 4.46 The Council may wish to develop wider strategic masterplans to inform the different site allocations coming forward, in collaboration with statutory partners, infrastructure providers and other relevant organisations.
- 4.47 The Council will maintain an up to date Statement of Community Involvement, published online<sup>7</sup>, which will state how we intend to involve local community groups, residents,

<sup>6</sup> Community assets can cover a wide spectrum and include land, services and facilities such as village halls, community centres, libraries, parks, green spaces, and buildings for sports, leisure, healthcare, education, social, arts and cultural activities. More details can be found under Policy PC14 Protecting and Enhancing Community Assets.

<sup>7</sup> Brentwood Statement of Community Involvement (2012). <http://www.brentwood.gov.uk/index.php?cid=2380>

businesses and other stakeholders in the preparation and implementation of Supplementary Planning Documents and guidance in the consideration of planning applications.

# Monitoring and Delivery

## Local Plan Review Requirements

- 4.48 The NPPF (2018) states that the preparation and review of all policies should be underpinned by relevant and up-to-date evidence, and that this evidence is adequate and proportionate, taking into account relevant market signals. The Local Plan has been created having considered evidence and representations received from consultations on previous drafts. The NPPF (2018, paragraph 33) also states that reviews should be completed no later than five years from the adoption date of the plan, especially to take into account changing circumstances affecting the area, or any relevant changes in national policy.
- 4.49 The Council recognises that continuous 'horizon scanning' is necessary to maintain a long-term view of the relevance of the policies, in light of the fast-paced technological advances of the built environment sectors and market efficiency in delivering planned development. This includes joint working on initiatives such as the South Essex Joint Strategic Plan. This is in addition to the day-to-day monitoring of the strategic objectives and policy implementation to reflect on how effective the Plan is in delivering and maintaining a sufficient supply of housing to meet needs.
- 4.50 Therefore, we will monitor the implementation of policies and proposals of the Local Plan using key indicators and targets set out in the Monitoring Framework (Appendix 3). An earlier than five-year review may be required to address the implications of the national standardised approach to calculating local housing need, when adopted.

## Managing Development

- 4.51 This Plan will be the main vehicle through which planning applications are determined. In some circumstances, policies will be supplemented with supporting evidence and/or additional development management documents in the form of Supplementary Planning Documents or other types of guidance. Where considered necessary, we will also use special legislative tools such as Article 4 directions.
- 4.52 The Council will continue to develop the use of masterplans to guide the design and layout of new development in collaboration with infrastructure providers and other relevant organisations.
- 4.53 The broader process for determining planning applications encompasses pre-application discussions and Planning Performance Agreements.

- 4.54 In some circumstances, particularly in the case of major developments, strategic allocations or with complicated sites, we will also consider the use of independent review panels.

## Pre-Application Engagement

- 4.55 We encourage the pre-application engagement process with applicants. This can help achieve effective decisions, and good quality and acceptable development. While the outcome of an application cannot be guaranteed, a planning application is more likely to succeed if it is well prepared, accords with the Local Plan, and addresses the relevant challenges raised at the pre-application stage.
- 4.56 When preparing planning applications, applicants and developers should have regard to the requirements set out in the latest validation checklist.
- 4.57 Where considered necessary, and as a last resort, legal powers through the Planning and Compulsory Purchase Act 2004 (as amended) may be used to enable development, in line with the growth strategy.



## 5. Resilient Built Environment

- 5.1 It is increasingly recognised that the design and layout of our built environment can impact our well-being and the opportunities to live a healthy lifestyle.
- 5.2 The role of planning policies and decisions in enabling and supporting healthy lifestyles is recognised in the NPPF (2018, paragraph 91).
- 5.3 The NPPF (2018, section 14) emphasises the need to take a proactive approach to mitigating and adapting to climate change. Our built environment is often put under strain during extreme weather conditions. The policies in this section seek to avoid increased vulnerability to extreme weather conditions, to ensure infrastructure is built to be resilient under conditions of a changing climate, and to ensure development is planned in ways that reduce carbon emissions, providing a positive strategy for resource efficiency. The Council seeks to improve our built environment so that it can support the future resilience of communities and infrastructure, as well as create strong, vibrant and healthy communities.
- 5.4 Infrastructure plays a critical role in enabling communities and businesses to survive and flourish in the face of climate and other threats. The concept of resilience in a planning context can be understood as the ability to reduce exposure to, prepare for, cope with, recover better from, adapt and transform as needed, to the direct and indirect consequences of climate change, where these consequences can be both short-term shocks and longer-term stresses<sup>1</sup>.

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<sup>1</sup> Joseph Rowntree Foundation (2015) Community Resilience to Climate Change: An Evidence Review. Available at: <https://www.jrf.org.uk/report/community-resilience-climate-change>

- 5.5 Resilience-building strategies can be considered to be 'reactive' or 'proactive'<sup>2</sup>. A reactive approach focuses on mitigating consequences, maintaining stability and the status quo, whereas a proactive approach focuses on change and adaptation and looks more towards addressing long term stresses. Both approaches are incorporated in this Plan.
- 5.6 A holistic approach to sustainable development that reduces the environmental impact of development whilst healthy planning should be embedded within all development proposals from the outset.
- 5.7 The policies in this section aim to increase the efficiency and resilience of our infrastructure, making our borough smarter and better prepared for climate impacts and other threats.

## Future Proofing

### POLICY BE01: FUTURE PROOFING

- A. In planning and design for resilience, all applications must take into account the following principles of future proofing:
- a. well-being, safety and security for residents and/or users;
  - b. adaptable and flexible spatial planning and design;
  - c. life cycle duration of infrastructure and buildings, including appropriate maintenance plan for the life of the development;
  - d. potential hazards including fire, pest, flood, and climate change long term stresses in determining design, locations and installations of protection facilities, systems and buildings for the life of the development;
  - e. existing and potential source of pollution, such noise and air, and according mitigation measures;
  - f. increased quality of materials and installation;
  - g. multi-functional green and blue infrastructure in line with the principles of Sustainable Drainage (SuDs) and natural flood management as part of the wider green and blue infrastructure network to deliver multiple benefits;

<sup>2</sup> Dovers, S.R. and Handmer, J.W. (1992) Uncertainty, sustainability and change, in *Global Environmental Change*, 2(4): 262–276; developed further in the context of flooding by Twigger-Ross et al., (2014) Resilience Community Pathfinder Evaluation: Rapid Evidence Assessment, Project Report, London: DEFRA

- h. provision of class leading digital connectivity infrastructure and other future essential technology; and
  - i. delivery phasing that takes into account demand and supply if and where appropriate.
- B. Time horizons for proposed future-proof interventions can vary depending on the size, location and purpose of development but long-term time horizons based on objective and realistic assessment should be made clear in the proposal.

- 5.8 The term ‘future-proofing’ refers to the process of anticipating the future and developing methods of minimising the effects of shocks and stresses of future events. The concept is a critical component of resilience building strategy.
- 5.9 This policy requires applicants to consider:
- i. reactive measures to minimise the potential of and prepare for short-term shocks (such as pests, diseases, fire, flood, heatwave, etc.); and
  - ii. proactive strategies to adapt to long-term changes caused by climate change and technology development, through sustainable design, energy conservation, adaptable and flexible engineering, and other effective means.
- 5.10 Time horizons for future-proof interventions often depend on several variables but having a long-term vision and strategies, at least for the life of the development, can help plan ahead and defer the obsolescence and consequent need for demolition and replacement of structures, avoiding cost and service disruption.
- 5.11 Today, our social interactions, ways of doing business, travelling and other activities are supported and governed by digital connectivity. Not only is digital infrastructure an essential of today’s economy but it is also critical in events of disturbance and is increasingly used to assist people with a range of health conditions. Space for digital infrastructure should be designed and installed as an integral part of development to minimise cost and disruption involved in the installing and retrofitting in line with Policy BE10 Connecting New Development to Digital Infrastructure.
- 5.12 Economic and business cycles, retail trends, among other market events, inevitably account for degree of uncertainty in the delivery and phasing of development, especially larger sites. This in turn, has consequent impacts on the built environment and the local housing market. Therefore, applicants should consider their impacts on delivery as far as it is appropriate and realistic to do so, and have appropriate measures and plans in place.

# Responding to Climate Change

- 5.13 Climate change and its consequences including flooding, heatwave and drought are significant environmental challenges and mitigating them is key to sustainability. Globally, the average concentration of CO<sub>2</sub> now exceeds 400 parts per million, the highest in recorded history<sup>3</sup>. Sixteen of the seventeen warmest years on record have occurred since 2001<sup>4</sup>. The Environment Agency predicts an average sea level rise around the UK of at least a metre by 2115 from a 1990 baseline<sup>5</sup>.
- 5.14 The Climate Change Act (2008) legislates for an 80% reduction in greenhouse gas emissions against 1990 levels by 2050. This requires everyone to be engaged, from national and local government to businesses, households and communities.
- 5.15 Building the resilience of wildlife, habitats and ecosystems to climate change, to put our natural environment in the strongest position to meet the challenges and changes ahead is one of the objectives of the National Adaptation Programme 2018<sup>6</sup> based on key recommendations from the Climate Change Risk Assessment 2017<sup>7</sup>. This is addressed further by a number of policies, such as Policy BE18 Green and Blue Infrastructure, Policy NE01 Protecting and Enhancing the Natural Environment, NE02 Recreational Disturbance Avoidance and Mitigation Strategy (RAMS), Policy NE03 Trees, Woodlands, Hedgerows, NE05 Air Quality, and NE06 Flood Risk.
- 5.16 The policies in this chapter require decision takers and developers to give an appropriate consideration to addressing the climate change, including:
- a. climate change mitigation measures which focus on reducing the impacts of human activities on the climate system, by means such as:
    - i. designing new communities and buildings to be energy and resource efficient;
    - ii. incorporating renewable technologies;
    - iii. reducing existing and potential source of pollution;
    - iv. reducing transport related carbon emissions through the promotion of sustainable modes of transport; and

<sup>3</sup> NASA, Carbon Dioxide Hits New High. Available at: [http://climate.nasa.gov/climate\\_resources/7/](http://climate.nasa.gov/climate_resources/7/)

<sup>4</sup> NASA, NOAA Data Show 2016 Warmest Year on Record Globally. Available at: <https://www.nasa.gov/press-release/nasa-noaa-data-show-2016-warmest-year-on-record-globally>

<sup>5</sup> Environment Agency (2017) Flood Risk Assessments: Climate Change Allowances. Available at: <http://bit.ly/2w5Zo4o>

<sup>6</sup> DEFRA (2018) The National Adaptation Programme and the Third Strategy for Climate Adaptation Reporting. Available at:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/727252/national-adaptation-programme-2018.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/727252/national-adaptation-programme-2018.pdf)

<sup>7</sup> HM Government (2017) UK Climate Change Risk Assessment 2017. Available at:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/584281/uk-climate-change-risk-assessment-2017.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/584281/uk-climate-change-risk-assessment-2017.pdf)



- b. climate change adaptation measures which focus on ensuring that new developments and the wider community are adaptable and resilient to the changing climate, by means such as:
  - i. buildings, infrastructure and construction techniques that are designed to adapt to a changing climate and to avoid contributing to its impacts, including urban heat island effect;
  - ii. safe and secure environment which is resilient against the impacts of climate change long term stresses and extreme weather events;
  - iii. enhancing biodiversity and ecological resilience where possible;
- c. efficient resource management measures that take into account issues such as,
  - i. allocation and density of development;
  - ii. resource consumption (including water, energy, construction materials) during construction and operation as well as the environmental, social and economic impacts of the construction process itself and how buildings are designed and used.

## Sustainable Construction and Resource Efficiency

- 5.17 Consideration of sustainable design and construction issues should take place at the earliest possible stage in the development process. This will provide the greatest opportunities for a well designed and constructed development and at the same time enable costs to be minimised. Therefore, developers should consider sustainable construction issues in pre-application discussions with the Local Planning Authority. Proposals should be captured within a Sustainability Statement, which can form part of the Design and Access Statement.

### **POLICY BE02: SUSTAINABLE CONSTRUCTION AND RESOURCE EFFICIENCY**

The Council will require all development proposals, including the conversion or re-use of existing buildings, to:

- a. maximise the principles of energy conservation and efficiency in the design, massing, siting, orientation, layout, as well as construction methods and use of materials;

- b. submit details of measures that increase resilience to the threat of climate change, including but not limited to summertime overheating;
- c. demonstrates how the water conservation measures were incorporated in the proposals;
- d. incorporate suitable Sustainable Drainage Systems (SuDs);
- e. incorporate the reduction in the use of mineral resources, including an increase in the re-use of aggregate; and
- f. include commercial and domestic scale renewable energy and decentralised energy as part of new development.

5.18 Sustainable design and construction are concerned with the implementation of sustainable development in individual sites and buildings. It takes account of the resources used in construction, and of the environmental, social and economic impacts of the construction process itself and how buildings are designed and used. Major development should also refer to Policy SP05 Construction Management.

5.19 The choice of sustainability measures and how they are implemented may vary substantially from development to development. However, the general principles of sustainable design and construction should be applied to all scales and types of development. More guidance on areas to be covered in the Sustainability Statement is set out in Figure 5.1.

#### **Adaptation to climate change**

Adaptation measures can be implemented at a variety of scales, from individual buildings up to community and conurbation scale. Measures that will have benefits beyond site boundaries, and that will have a cumulative impact in areas where development is to be phased, should also be pursued. Applicants should refer to best practice guidance.

#### **Carbon reduction**

Proposals should demonstrate how the carbon reduction target will be met within the energy hierarchy, as illustrated in Figure 5.2, in particular how the proposals:

- a. minimises the energy demand of new buildings by means such as fabric first approach and design;
- b. utilises energy efficient supply through low carbon technologies;
- c. supplies energy from new, renewable energy sources; and

- d. where on-site provision of renewable technologies is not appropriate, confirmation of offsite arrangement should be submitted.

Proposals for major development should contain a calculation of the energy demand and carbon dioxide emissions covered by Building Regulations and, separately, the energy demand and carbon dioxide emissions from any other part of the development, including plant or equipment, that are not covered by the Building Regulations (i.e. the unregulated emissions), at each stage of the energy hierarchy.

Proposals should also explain how the site has been future-proofed to achieve zero-carbon on-site emissions by 2050.

### Water management

Development must optimise the opportunities for efficient water use, reuse and recycling, including integrated water management and water conservation.

### Site waste management

Developments should be designed in a way that reduces the amount of construction waste and maximises the reuse and recycling of materials at all stages of a development's lifecycle.

All new development should be designed to make it easier for future occupants to maximise levels of recycling and reduce waste being sent to landfill. In order to do so, storage capacity for waste, both internal and external, should be an integral element of the design of new developments. The Council will be supportive of innovative approaches to waste management.

### Use of materials

All new developments should be designed to maximise resource efficiency and identify, source, and use environmentally and socially responsible materials. There are four principal considerations that should influence the sourcing of materials:

- a. **Responsible sourcing** – sourcing materials from known legal and certified sources through the use of environmental management systems and chain of custody schemes including the sourcing of timber accredited by the Forestry Stewardship Council (FSC), or the Programme for the Endorsement of Forest Certification (PEFC);
- b. **Secondary materials** – reclaiming and reusing material arising from the demolition of existing buildings and preparation of sites for development, as well as materials from other post-consumer waste streams;
- c. **Embodied impact of materials** – the aim should be to maximise the specification of major building elements to achieve an area-weighted rating of A or B as

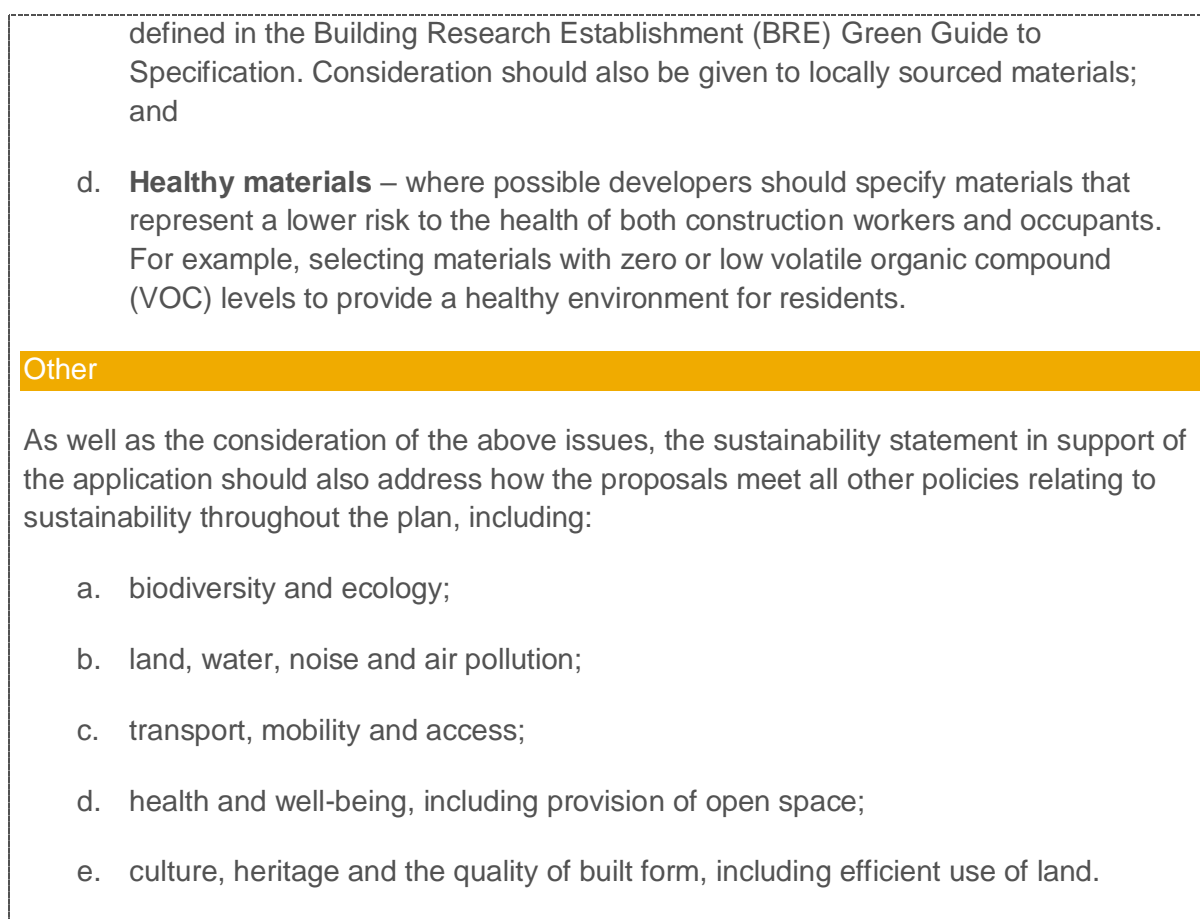


Figure 5.1: Areas to be covered in the sustainability statement and recommended approach

## Renewable Energy and Low Carbon Development

- 5.20 The NPPF (2018) requires the planning system to support the transition to a low carbon future in a changing climate, encourage the use of renewable and low carbon energy and associated infrastructure in line with the Climate Change Act 2008.
- 5.21 The Brentwood Renewable Energy Study (2014)<sup>8</sup> states that around half of all energy used in the borough is from road transport, with a third from domestic use and about a fifth from the commercial and industrial sector.
- 5.22 Statistical information from the Department for Business, Energy and Industrial Strategy (BEIS)<sup>9</sup>, indicates that Brentwood Borough has relatively high levels of domestic gas and electricity consumption. Over the period 2010 - 2015, Brentwood had the highest level of domestic customer mean gas consumption in the County and was also significantly higher than the England and East of England averages for the same period. Electricity usage for Brentwood ranks about 4<sup>th</sup> in the County and also significantly higher than the England and East of England averages for the period 2010-2015. One of the reasons for the higher

<sup>8</sup> University of Exeter (2014) Brentwood Renewable Energy Study. Available at: <https://www.brentwood.gov.uk/pdf/19122014123724u.pdf>

<sup>9</sup> BEIS Sub-national consumption statistics

domestic energy use in Brentwood maybe that homes in the borough are 13% larger than homes in England on average.

- 5.23 Transport emission in the borough is also higher than the national average due to increased car ownership and access to vehicles. Over the period of the Plan, energy use and carbon emissions may increase by 10% following a ‘business as usual’ trajectory.

### **POLICY BE03: CARBON REDUCTION, RENEWABLE ENERGY AND WATER EFFICIENCY**

- A. Proposals for renewable, low carbon or decentralised energy schemes will be supported provided they can demonstrate that they will not result in adverse impacts, including cumulative and visual impacts which cannot be satisfactorily addressed.
- B. Development should meet the following minimum standards of sustainable construction and carbon reduction:
- a. New Residential Development:

Year	Minimum sustainable construction standards	On-site carbon reduction	Water efficiency
Up to 2020	In line with Part L Building Regulations	At least a 10% reduction in carbon dioxide emissions above the requirements of Part L Building Regulations	110 litres per person per day limit  Major development is expected to provide more substantial water management measures, such as rain/grey water harvesting.
2020 onwards	In line with Part L Building Regulations	In line with national nearly-zero carbon policy.	110 litres per person per day limit

		If national nearly- zero carbon policy is unavailable, the previous target applies. However, the minimum improvement over the Building Regulations baseline may be increased to reflect the reduction in costs of more efficient construction methods.	Major development is expected to provide more substantial water management measures, such as rain/grey water harvesting.
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## b. New Non-residential Development

Year	Minimum BREEAM Rating*	On-site carbon reduction	Water efficiency
Up to 2020	<p>BREEAM 'Very Good' rating to be achieved in the following categories:</p> <ul style="list-style-type: none"> <li>• Man 02</li> <li>• Ene 04</li> <li>• Mat 03</li> <li>• Wst 01</li> <li>• Wst 03</li> <li>• LE 03</li> </ul>	At least a 10% reduction in carbon dioxide emissions above the requirements of Part L Building Regulations	<p>BREEAM 'Very Good' rating to be achieved in category Wat 01</p> <p>Major development is expected to provide more substantial water management measures, such as grey water harvesting.</p>

2020 onwards	<p>BREEAM 'Excellent' rating to be achieved in the following categories:</p> <ul style="list-style-type: none"> <li>• Man 02</li> <li>• Ene 04</li> <li>• Mat 03</li> <li>• Wst 01</li> <li>• Wst 03</li> <li>• LE 03</li> </ul>	<p>In line with national nearly-zero carbon policy</p> <p>If national nearly-zero carbon policy is unavailable, the 2016 - 2020 target applies. However, the minimum improvement over the Building Regulations baseline may be increased to reflect the reduction in costs of more efficient construction methods.</p>	<p>BREEAM 'Excellent' rating to be achieved in category Wat 01</p> <p>Major development is expected to provide more substantial water management measures, such as grey water harvesting.</p>
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\*: The version of BREEAM that a building must be assessed under should be the latest BREEAM scheme and not be based on scheme versions that have been registered under at the pre-planning stages of a project. Other construction standards, such as LEEDs or Passivhaus, will be supported provided that they are broadly at least in line with the standards set out above.

- C. Application of major development, where feasible, will be required to provide a minimum of 10% of the predicted energy needs of the development from renewable energy;
- D. Application of major development, including redevelopment of existing floor space, should be accompanied by a Sustainability Statement (see Figure 5.1 Areas to be covered in the Sustainability Statement) as part of the Design and Access Statement submitted with their planning application, outlining their approach to the following issues:
  - a. adaptation to climate change;
  - b. carbon reduction;
  - c. water management;
  - d. site waste management;
  - e. use of materials;



- E. Where these standards are not met, applicants must demonstrate compelling reasons and provide evidence, as to why achieving the sustainability standards outlined above for residential and non-residential developments would not be technically feasible or economically viable;
- F. Where on-site provision of renewable technologies is not appropriate, or where it is clearly demonstrated that the above target cannot be fully achieved on-site, any shortfall should be provided via:
  - a. 'allowable solutions contributions' via Section 106 or CIL. These funds will then be used for energy efficiency and energy generation initiatives or other measure(s) required to offset the environmental impact of the development;
  - b. off-site provision, provided that an alternative proposal is identified, and delivery is certain.

### Carbon reduction target: challenging policy environment and long-term direction

- 5.24 The UK Carbon Plan (HM Government, 2011) states that if we are to achieve the 2050 carbon target, by 2050 the emissions footprint of our buildings will need to be almost zero. The UK's Committee on Climate Change in 2015 reinstates that 'meeting the 2050 target will require that emissions from energy use - power, heat and transport - are almost eliminated'<sup>10</sup>.
- 5.25 The UK Government scrapped the zero-carbon homes policy in summer 2015. Consequently, the UK's 2012 National Plan to meet the Directive will need a revision in light of the removal of the zero-carbon homes. Short-term policy on climate change since then suffers from uncertainty.
- 5.26 However, the Climate Change Act 2008 commits the UK Government by law to reducing greenhouse gas emissions by at least 80% of 1990 levels by 2050. In addition, as long as the UK is a member of the EU, it still has to comply with the EU's Energy Performance of Buildings Directive<sup>11</sup>, which requires that by 2020 the demand from all new buildings in Member States is 'nearly zero-energy'. The Paris Agreement also has implications on the UK carbon reduction target<sup>12</sup>.
- 5.27 Therefore, the long-term trajectory retains: 'we will move away from the use of fossil fuels for heating and hot water and towards low carbon alternatives such as heat pumps or heating

<sup>10</sup> HM Government (2015) Sectoral Scenarios for the Fifth Carbon Budget - Technical Report, Committee on Climate Change. Available at: <https://www.theccc.org.uk/publication/sectoral-scenarios-for-the-fifth-carbon-budget-technical-report/>

<sup>11</sup> Directive 2010/31/EU of the European Parliament and of the Council of 19 May 2010 on the energy performance of buildings. Available at: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2010:153:0013:0035:EN:PDF>

<sup>12</sup> UNFCCC United Nations Framework Convention on Climate Change (2015) Historic Paris Agreement on climate change. 195 nations set path to keep temperature rise well below 2 degrees Celsius. Available at: <https://unfccc.int/process-and-meetings/the-paris-agreement/the-paris-agreement>

networks. By 2050, emissions from heating and powering our buildings will be virtually zero.<sup>13</sup>

- 5.28 In light of the challenging policy environment for energy planning and long-term direction, the Council takes a positive approach in supporting the transition towards a low carbon future and addressing the climate change. This is in line with the NPPF (2018, paragraph 148), which requires local planning authorities to 'contribute to radical reductions in greenhouse gas emissions'.
- 5.29 The government originally set targets to ensure all new homes are zero carbon by 2016 and all new non-residential buildings are zero carbon by 2019. Improvements in resource efficiency to meet this target was made through Building Regulations which set standards for design and construction that applies to most new buildings, regardless of type. In 2016, Part L of the Building Regulations introduced a change to the energy efficiency standard, raising it to the equivalent of Code for Sustainable Homes Level 4.
- 5.30 The Planning and Energy Act 2008 allows local authorities to set local targets for carbon emissions above Building Regulations. The Deregulation Act 2015 (S43) which removes this right has not been enacted, meaning authorities can continue to set policy above Building Regulations.
- 5.31 The achievement of national targets for the reduction of carbon emissions will require action across all sectors of energy use. High standard of construction in new development is important if the United Kingdom is to meet its legally binding carbon reduction targets.
- 5.32 To contribute to these targets, this policy requires an on-site reduction of at least 10 per cent beyond the baseline of part L of the current Building Regulations. The minimum improvement over the Target Emission Rate (TER) will be increased in 2020 and over a period of time in line with the national zero-carbon policy and reflect the costs of more efficient construction methods.
- 5.33 Regulation 25B 'Nearly zero-energy requirements for new buildings' of the Building Regulations will not come into force until 2019 at the earliest<sup>14</sup> and statutory guidance on how to comply with Regulation 25B is not available at the time of this Local Plan being published. All developments are required to comply with this Regulation when it comes into force. If the national zero carbon policy is still unavailable after 2020, the 2016 - 2020 target applies; however, the minimum improvement over the Building Regulations baseline will be reviewed.
- 5.34 According to the Brentwood Renewable Energy Study (2014), an international analysis of certified buildings has shown that the additional cost of achieving BREEAM 'Very Good' is expected to be minor and so therefore should not be burdensome for developers. The version of BREEAM that a building must be assessed under should be the latest BREEAM scheme and not be based on scheme versions that have been registered under at the pre-planning stages of a project.

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<sup>13</sup> HM Government (2012) Increasing the Number of Nearly Zero Energy Buildings. UK National Plan. Available at: <http://newsroom.unfccc.int/unfccc-newsroom/finale-cop21/>

<sup>14</sup> The Building Regulations website: <http://cms.thebuildingregulations.org.uk/document-section/section-1-the-requirements-2/>

- 5.35 There are many approaches that can be taken to meeting the construction standards required by this policy. The Council will be supportive of innovative approaches to meeting and exceeding the standards set out in the policy. Where other construction standards are proposed for new developments, for example Leadership in Energy and Environmental Design (LEED) or construction methods such as Passivhaus Standard, these will be supported, provided that it can be demonstrated that they are broadly in line with the standards set out above, particularly in relation to carbon reduction and water efficiency.
- 5.36 The Council expects all new development to apply the energy hierarchy, set out in Figure 5.2, by reducing the need for energy, supplying energy efficiently, and using low and zero carbon technologies.

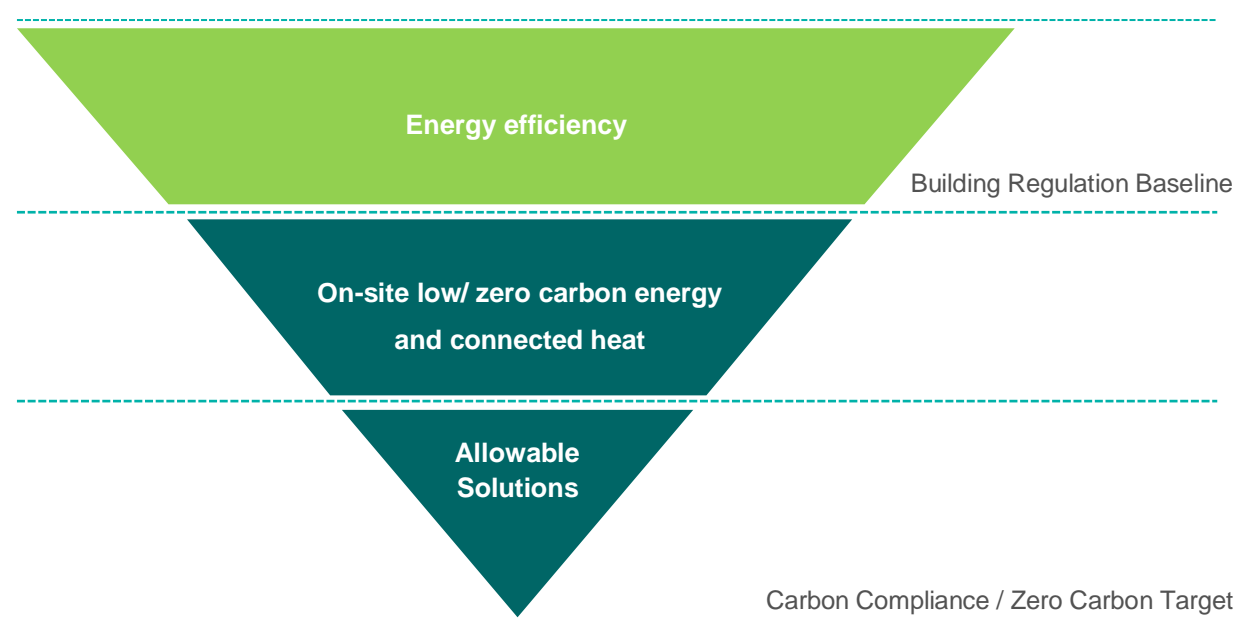


Figure 5.2: Energy Hierarchy

#### Allowable Solution

- 5.37 As part of the government's policy for achieving zero carbon performance, the policy seeks to establish realistic limits for carbon compliance (on site carbon target for buildings) and allows for the full zero carbon standard to be achieved through the use of 'allowable solutions'. These are envisaged as mainly near site or off-site carbon saving projects which would compensate for carbon emissions reductions that are difficult to achieve on site. Local authorities can explore opportunities for using carbon offset funds and community energy funds as a way of delivering the concept of allowable solutions in their areas.

## Water Efficiency

- 5.38 Brentwood Water Cycle Study 2018<sup>15</sup> identifies the borough as lying within an area of Serious Water Stress. A semi-arid climate and succession of dry winters can lead to groundwater levels within Brentwood being susceptible to multi-season droughts. The quality of the borough's watercourses is generally poor, while sewerage infrastructure in the north of the borough is operating at full capacity. The study recommends requiring all new developments to submit a water sustainability assessment and developers to demonstrate that they will achieve the water consumption reduction to Level 3/4 of the Code for Sustainable Homes for all residential developments and for non-residential developments to achieve BREEAM 'Very Good' standard for water consumption targets. As the Code for Sustainable Homes has been withdrawn, water conservation measures will be required to ensure a 110 litres per person per day limit, at the level formerly considered at Level 3-4 in line with the Water Cycle Study 2018.
- 5.39 Major developments are encouraged to incorporate more substantial water management measures, such as grey water harvesting. This is supported by the Interim Sustainability Appraisal (2016, paragraph 21.1.4 and 2018, paragraph 10.8.3).
- 5.40 For details on flood risk measures refer to Policy NE06 Flood Risk.

## Renewable Energy Generation

- 5.41 Incorporating renewable energy generation and energy efficiency measures into new development will be essential in order to achieve carbon reduction targets. The government has set a target to deliver 15% of the UK's energy consumption from renewable sources by 2020 yet in 2016, only 8.9% of our energy was met by renewable generation<sup>16</sup>.
- 5.42 All developments should maximise opportunities for on-site electricity and heat production as well as use innovative building materials and smart technologies to reduce carbon emissions, reduce energy costs to occupants and improve the borough's energy resilience.

## **POLICY BE04: ESTABLISHING LOW CARBON AND RENEWABLE ENERGY INFRASTRUCTURE NETWORK**

### **A. Stand-alone renewable energy infrastructure**

Community-led initiatives for renewable and low carbon energy, including developments outside areas identified in this Local Plan or other strategic policies that are being taken forward through neighbourhood planning, will be encouraged, subject to the acceptability of their wider impacts, including on the Green Belt.

<sup>15</sup> (2018) Brentwood Scoping and Outline Water Cycle Study

<sup>16</sup> Digest of UK energy statistics 2017 (DUKES), Department for Business, Energy and Industrial Strategy

## **B. Decentralised energy infrastructure**

The Council will work with developers and energy providers to seek opportunities to expand Brentwood's decentralised energy infrastructure.

- a. Strategic development that could play a key role in establishing a decentralised energy network should engage at an early stage with the Council, stakeholders and relevant energy companies to establish the future energy requirements and infrastructure arising from large-scale development proposals and clusters of significant new development. Applicants of these sites will prepare energy masterplans which establish the most effective energy strategy and supply options.
- b. New development of over 500 dwelling units, or brownfield and urban extensions at 500 units or more, or where the clustering of neighbouring sites totals over 500 units, will be expected to incorporate decentralised energy infrastructure in line with the following hierarchy:
  - i. where there is an existing heat network, new development will be expected to connect to it;
  - ii. where there is no existing heat network, new development will be expected to deliver an onsite heat network, unless demonstrated that this would render the development unviable;
  - iii. where a developer is unable to deliver the heat network, they need to demonstrate that they have worked in detail with third parties (commercially or community) to fully assess the opportunity;
  - iv. where a heat network opportunity is not currently viable and no third party is interested in its delivery, the development should be designed to facilitate future connection to a heat network unless it can be demonstrated that a lower carbon alternative has been put in place.
- c. New development will be expected to demonstrate that the heating and cooling system have been selected according to the following heat hierarchy:
  - i. connection to existing CHP/CCHP distribution network;
  - ii. site-wide renewable CHP/CCHP;
  - iii. site-wide gas-fired CHP/CCHP;
  - iv. site-wide renewable community heating/cooling;
  - v. site-wide gas-fired community heating/cooling;

- vi. individual building renewable heating.

#### **D. Building scale technologies**

Innovative approaches to the installation and/or construction of community and individually owned energy generation facilities or low carbon homes which demonstrate sustainable use of resources and high energy efficiency levels will be supported.

- E. Development in the Green Belt will be considered in accordance with Policy NE10 New Development, Extension and Replacement of Buildings in the Green Belt.

- 5.43 According to the International Renewable Energy Agency (IRENA, 2018)<sup>17</sup>, renewable energy will be cheaper than fossil fuels by 2020 thanks to improvements in technology. The recent Global Status Report by REN21 (2018)<sup>18</sup> also states that renewable energy currently makes up a fifth of the world's electrical power supply, and its capacity has doubled over the past ten years. Renewables are experiencing a virtuous cycle of technology improvement and cost reduction. How policies can support the ability to connect with supply grid, rather than viability, will be the main challenge in the transition towards the low carbon future.

#### **Stand-alone renewable energy**

- 5.44 It is acknowledged that standalone technologies such as large-scale wind turbines and photovoltaic (PV) arrays could be significant sources of energy. The resource assessment in the Brentwood Renewable Energy Study (2014) demonstrated that the borough's renewable energy target will not be possible without deploying large commercial scale renewable technologies. However, stand-alone renewable energy schemes would occur within and could impact on the Green Belt and would also be constrained by proximity to suitable connection to the national electricity grid. Therefore, whilst the Council would encourage opportunities for stand-alone renewable energy schemes within Brentwood, this will need careful consideration and be assessed on a case by case basis. Selection of the most appropriate locations would depend on balancing technical factors (such as proximity to substations) with minimising the impact of those developments through careful siting and mitigation measures. The Council would also support community-led initiatives for renewable and low carbon energy, including developments outside areas identified in local plans or other strategic policies that are being taken forward through neighbourhood planning, in line with the NPPF (2018, paragraph 152).

#### **Decentralised energy**

- 5.45 Decentralised energy broadly refers to energy that is generated off the main grid, including micro-renewables, heating and cooling. It can refer to energy from waste plants, combined

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<sup>17</sup> IRENA (2018) Renewable Power Generation Costs in 2017, International Renewable Energy Agency

<sup>18</sup> REN21 (2018) Renewables 2018: Global Status Report, Renewable Energy Policy Network for the 21st Century

heat and power, district heating and cooling, as well as geothermal, biomass or solar energy. Schemes can serve a single building or a whole community, even being built out across entire cities. Decentralised energy is a rapidly-deployable and efficient way to meet demand, whilst improving energy security and sustainability at the same time. Other benefits of decentralised energy include:

- i. increased conversion efficiency (capture and use of heat generated, reduced transmission losses)
- ii. increased use of renewable, carbon-neutral and low-carbon sources of fuel
- iii. more flexibility for generation to match local demand patterns for electricity and heat
- iv. greater energy security for businesses that control their own generation
- v. greater awareness of energy issues through community-based energy systems, driving a change in social attitudes and more efficient use of our energy resources

5.46 District heating and cooling systems (DH) are an important enabling technology for the use of renewables and need to be a central component of the decentralised system. DH can combine different sources of heat and can play a positive role in the integration of variable renewable energy. In 'the Future of Heating'<sup>19</sup> the government highlighted the role for heat networks for delivering low carbon heat. District heating can be retrofitted for existing heat customers or installed in developments as part of a site wide low or zero carbon energy solution.

5.47 The East of England resource assessment and the Brentwood Renewable Energy Study 2014 suggest that there are unlikely to be major anchor and high heat density areas in the borough suitable for retrofit-only DH networks. New development will therefore play an important role in heat network development in the borough. Strategic allocations could offer great opportunities to expand the borough's decentralised energy infrastructure and were identified in the Brentwood IDP, these include:

- i. Sites in the South Brentwood Growth Corridor masterplan area including Brentwood Enterprise Park and Dunton Hills Garden Village;
- ii. Warley extension masterplan area;
- iii. Officer's Meadows masterplan area.

5.48 According to the Brentwood Renewable Energy Study (2014), DH is a viable low and zero carbon energy solution for new development; the viability of DH and CHP schemes are improved with increased scale, density and mix of uses. Smaller sites close to large existing loads, on the other hand, provide opportunities for collaboration which provides cost effective, energy efficient, low carbon heat and electricity.

5.49 The financial opportunity from DH schemes exists as there are economies of scale where the costs of providing a central heat source that also generates power, together with the associated distribution infrastructure, outweighs alternative means of complying with Part L.

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<sup>19</sup> DECC (2013) The Future of Heating: Meeting the challenge



Where development occurs piecemeal, it is likely that individual developers for each site would choose traditional means of meeting Part L Building Regulations, which may result in a loss of opportunity.

5.50 Energy masterplanning at the large scale offers a unique opportunity to consider and plan for a robust infrastructure that will support the aspirations of a sustainable community – not only in terms of demand reduction, energy efficiency and renewable energy supply, but also in relation to water and waste management, transport and biodiversity. All these issues must be considered from the earliest stage and will have a major influence on the energy masterplan concept. Particular attention should be given to opportunities for utilizing existing decentralised and renewable or low-carbon energy supply systems and to fostering the development of new opportunities to supply proposed and existing development. Such opportunities could include co-locating potential heat customers and heat suppliers. Using the masterplanning process to map out zero-carbon and renewable energy opportunities in the area will help in identifying the potential for renewables at all scales, including community-scale schemes (TCPA, 2016, Practical Guides for Creating Successful New Communities, Guide 4: Planning for Energy and Climate Change).

5.51 An Energy Masterplan should identify:

- i. major heat loads (including anchor heat loads, with particular reference to sites such as schools, hospitals and social housing);
- ii. heat loads from existing buildings that can be connected to future phases of a heat network major heat supply plant;
- iii. opportunities to utilise energy from waste;
- iv. secondary heat sources;
- v. opportunities for low temperature heat networks;
- vi. land for energy centres and/or energy storage;
- vii. heating and cooling network routes;
- viii. opportunities for futureproofing utility infrastructure networks to minimise the impact from road works;
- ix. infrastructure and land requirements for electricity and gas supplies;
- x. implementation options for delivering feasible projects, considering issues of procurement, funding and risk.

#### Building scale technologies

5.52 Brentwood Borough has relatively high levels of domestic gas and electricity consumption, therefore building-scale technologies have potentials to meet the borough's domestic energy demands. Building scale technologies often comprise permitted development and can be included in new development or retro-fitted to existing units. Building scale technologies with the greatest potential include rooftop solar technologies and biomass boilers in the commercial and industrial sector.

**POLICY BE05: ASSESSING ENERGY INFRASTRUCTURE**

Proposals for development involving the provision of individual and community scale energy facilities from renewable and/or low carbon sources, will be supported, subject to the acceptability of their wider impacts. As part of such proposals, the following should be demonstrated:

- a. the siting and scale of the proposed development is appropriate to its setting and position in the wider landscape;
- b. the proposed development does not create an unacceptable impact on the local amenities, the environment, the historic environment, the setting of a heritage asset, or a feature of natural or biodiversity importance. These considerations will include air quality, as well as noise issues associated with certain renewable and low carbon technologies;
- c. any impacts identified have been minimised as far as appropriate;
- d. where any localised adverse environmental effects remain, these are outweighed by the wider environmental, economic or social benefits of the scheme;
- e. renewable and low carbon energy development proposals located within the Green Belt will need to demonstrate very special circumstances, and ensure that adverse impacts are addressed satisfactorily (including cumulative landscape and visual impacts) in line with Policy NE09 Green Belt and NE10 New Development, Extension and Replacement of Buildings in the Green Belt.

- 5.53 While the Council wishes to promote renewable and low carbon energy generation, there is also a need to balance this aim against other objectives for Brentwood, such as minimising pollution, and conservation, preservation and enhancement of the natural and historic environment.
- 5.54 Other policies in the local plan relating to the safeguarding of the natural and historic environment and the conservation and protection of national or locally designated sites and buildings should be taken into account in applications for energy schemes.
- 5.55 Potential impacts may be acceptable if they are minor, or are outweighed by wider benefits, including the environmental benefits associated with increased production of energy from renewable and low carbon sources, which will contribute to reducing carbon and other emissions.
- 5.56 In determining planning applications for the development of renewable or low-carbon energy, and associated infrastructure in the Green Belt, careful consideration will be given to

the impacts of such projects on the Green Belt. Developers will need to demonstrate very special circumstances that clearly outweigh any harm by reason of inappropriateness and any other harm if projects are to proceed.

## **POLICY BE06: IMPROVING ENERGY EFFICIENCY IN EXISTING DWELLINGS**

To support the transition to a low carbon future, and to tackle issues of rising energy costs, applications for extensions to existing dwellings and/or the conversion of ancillary residential floorspace to living accommodation should be accompanied by cost-effective improvements to the energy efficiency of the existing dwelling. The requirements of this policy will apply where the following measures have not already been implemented:

- a. cavity wall and/or loft insulation at least to the standards stipulated by Building Regulations;
- b. heating controls upgrade;
- c. E, F and G rated boilers replaced with an A-rated condensing boiler; and
- d. draught proofing around external doors, windows and un-used chimney.

- 5.57 In order for Brentwood to contribute to the national targets for carbon reduction, there is a need to reduce emissions from existing buildings as well as new ones. This policy seeks to utilise the opportunities that arise for making cost-effective energy efficiency improvements when works to extend existing homes are undertaken.
- 5.58 The aim of the policy is to help homeowners implement measures that will enhance the energy efficiency of their homes, helping to reduce fuel costs at a time of rising energy prices. Domestic emissions are sensitive to the weather; therefore, the installation of proper insulation, heating control, condensing boiler and draught proofing will help achieve efficient energy use whilst alleviate many causes of damp and mould.
- 5.59 If the property has an Energy Performance Certificate (EPC), this could also be submitted as part of the planning application to demonstrate the need to comply with the policy.
- 5.60 Care will need to be taken in applying the policy to listed buildings and other heritage assets, to ensure that they are not damaged by inappropriate interventions. The implementation of the policy will be case by case, with officers recommending measures that would be suitable for that particular property, bearing in mind its age, type of construction and historic significance. There may be cases where improvements cannot be made to an existing dwelling without causing harm to the significance of the heritage asset, and in such circumstances the requirements of this policy will not be implemented.

- 5.61 The Energy Saving Trust's website<sup>20</sup> offers useful guides on energy efficiency improvements in the home, as well as the cost of these measures and how much they save home owners' energy bills.

#### **POLICY BE07: MANAGING HEAT RISK**

- A. Development proposals should minimise internal heat gain and the risks of overheating through design, layout, orientation and materials.
- B. Major development proposals should demonstrate how they will reduce the potential for overheating and reliance on air conditioning systems by:
  - a. minimising internal heat generation through energy efficient design;
  - b. reducing the amount of heat entering a building through orientation, shading, albedo, fenestration, insulation and the provision of green roofs and walls;
  - c. managing the heat within the building through exposed internal thermal mass and high ceilings;
  - d. providing passive ventilation;
  - e. providing mechanical ventilation; and
  - f. providing active cooling systems.

- 5.62 For some, climate change and severe weather events could cause them discomfort; for others, especially children, the elderly, and those who have certain health conditions, the effects can be potentially lethal. According to the first UK Climate Change Risk Assessment (CCRA) in 2012, there are around 2,000 heat-related deaths in the UK; it projects that this number could more than double by the 2050s. Much of this increased risk is thought to be caused by exposure to high indoor temperatures. Overheating risks to health also emerged as one of the top six key risks where more action is required in the most recent UK Climate Change Risk Assessment 2017<sup>21</sup>.

<sup>20</sup> <http://www.energysavingtrust.org.uk>

<sup>21</sup> UK Climate Change Risk Assessment, HM (2017)  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/584281/uk-climate-change-risk-assess-2017.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/584281/uk-climate-change-risk-assess-2017.pdf)

- 5.63 The Climate Change Act (2008) and the NPPF (2018, paragraph 149) also require planning to take a proactive approach to mitigating and adapting to the risk of overheating from rising temperatures.
- 5.64 Many aspects of building design can lead to increases in overheating risk, including high proportions of glazing and an increase in the air tightness of buildings. There are a number of low-energy-intensive measures that can mitigate this risk; these include but not limit to solar shading, building orientation, solar-controlled glazing, living walls and green roof. For major developments, a landscape scheme integrating multi-functional green and blue infrastructure should be developed along the built form as this can be part of a sustainable and energy efficient development.
- 5.65 Developers should refer to most up to date guidance and best practice examples. The Chartered Institution of Building Services Engineers (CIBSE) produces a series of guidance on assessing and mitigating overheating risk in new developments, in particular:
- i. TM 59: Design Methodology for the Assessment of Overheating Risk in Homes - is relevant for domestic developments; and
  - ii. TM52: The Limits of Thermal Comfort: Avoiding Overheating in European Buildings - is relevant for non-domestic developments.

These can also be applied to refurbishment projects.

## Sustainable Drainage

### POLICY BE08: SUSTAINABLE DRAINAGE

- A. All developments should incorporate appropriate Sustainable Drainage Systems (SuDS) for the disposal of surface water, in order to avoid any increase in flood risk or adverse impact on water quality.
- B. Applications must meet the following requirements:
  - a. **Quantity**
    - i. on brownfield developments, SuDS features will be required to reduce discharge to previous greenfield rates or achieve a 50% minimum reduction of brownfield run-off rates;
    - ii. sites over 0.1 hectares in Flood Zone 1 will be required to submit a surface water drainage strategy. Larger sites over 1 hectare in Zone 1 or all schemes in Flood Zone 2 and 3 must be accompanied by a Flood Risk Assessment (FRA);

**b. Quality**

- i. the design must follow an index-based approach when managing water quality. Implementation in line with the updated CIRIA SuDS Manual<sup>22</sup> is required. Source control techniques such as green roofs, permeable paving and swales should be used so that rainfall runoff in events up to 5mm does not leave the site;

**c. Amenity and Biodiversity**

- i. SuDS should be sensitively designed and located to promote improved biodiversity, water use efficiency, river water quality, enhanced landscape and good quality spaces that benefit public amenities in the area;
- ii. redeveloped brownfield sites should disconnect any surface water drainage from the foul network;
- iii. the preferred hierarchy of managing surface water drainage from any development is through infiltration measures, secondly attenuation and discharge to watercourses, and if these cannot be met, through discharge to surface water only sewers;
- iv. when discharging surface water to a public sewer, developers will be required to provide evidence that capacity exists in the public sewerage network to serve their development.

5.66 Sustainable Drainage Systems (SuDS) are the primary means by which increased surface run-off can be mitigated. They can manage run-off flow rates to reduce the impact of urbanisation on flooding, protect or enhance water quality and provide a multi-functional use of land to deliver biodiversity, landscape and public amenity aspirations. They do this by dealing with run-off and pollution as close as possible to its source and protect water resources from point pollution. SuDs allow new development in areas where existing drainage systems are close to full capacity, thereby enabling development within existing urban areas. Reference must be made to the criteria outlined in the Essex County Council SuDS Guide.

5.67 Wherever possible, Sustainable Drainage Systems techniques must be utilised to dispose of surface rainwater so that it is retained either on site or within the immediate area, reducing the existing rate of run-off. Such systems may include green roofs, rainwater attenuation measures, surface water storage areas, flow limiting devices and infiltration areas or

<sup>22</sup> CIRIA (2017) The SuDS Manual (C753). Available at:  
[https://www.ciria.org/Resources/Free\\_publications/SuDS\\_manual\\_C753.aspx](https://www.ciria.org/Resources/Free_publications/SuDS_manual_C753.aspx)

soakaways. This approach is commonly known as the 'surface water management train' or 'source-to-stream'.

- 5.68 The Environment Agency introduced a new classification system in 2011 enabled by The European Water Framework Directive. This system allows for more rigorous and accurate assessment of water quality. Some water bodies will never achieve good ecological status, however, because they have been physically altered for a specific use, such as navigation, recreation, water storage, or flood protection.
- 5.69 Essex County Council is the Lead Local Flood Authority. Applicants will need to prove compliance with the above drainage hierarchy and ensure sustainable drainage has been adequately utilised, taking into account potential land contamination issues and protection of existing water quality, in line with local and national policy and guidance.
- 5.70 The applicability of SuDS techniques for use on potential development sites will depend upon proposed and existing land-uses influencing the volume of water required to be attenuated, catchment characteristics and the underlying site geology.
- 5.71 When run-off does occur, treatment within SuDS components is essential for frequent rainfall events, for example up to 1:1 year return period event, where urban contaminants are being washed off urban surfaces, for all sites.
- 5.72 For rainfall events greater than the 1:1 event, it is likely that the dilution will be significant and will reduce the environmental risk. It is important that the SuDS design aims to minimise the risk of re-mobilisation and washout of any pollutants already captured by the system.
- 5.73 Developers are encouraged to refer to the Strategic Flood Risk Assessment 2018 (which maps infiltration areas) and guidance provided by the Construction Industry Research and Information Association (CIRIA) for design criteria, technical feasibility, to ensure the future sustainability of the borough's drainage system. Essex County Council has produced a SuDS Design Guide (2015) to help steer what is expected from development to complement national requirements and prioritise local needs.

## Communications Infrastructure

- 5.74 The Council recognises the growing importance of modern, effective telecommunications systems to serve local business and communities and their crucial role in the national and local economy.
- 5.75 High quality communications infrastructure including ultrafast broadband and mobile communication will be provided by working collaboratively with Essex County Council, communications operators and providers, and supporting initiatives, technologies and developments which increase and improve coverage and quality throughout the borough.



**POLICY BE09: COMMUNICATIONS INFRASTRUCTURE**

- A. The Council will support investment in high quality communications infrastructure and superfast broadband, including community-based networks, particularly where alternative technologies need to be used in rural areas of the borough.
- B. Applications from service providers for new or the expansion of existing communications infrastructure (including telecommunications masts, equipment and associated development, and superfast broadband) are supported subject to the following criteria:
  - a. evidence is provided to demonstrate, to the Council's satisfaction, that the possibility of mast or site sharing has been fully explored and no suitable alternative sites are available in the locality including the erection of antennae on existing buildings or other suitable structures;
  - b. evidence is provided to confirm that the proposals would cause no harm to highway safety;
  - c. the proposal has sympathetic design and camouflage, having regard to other policies in the Local Plan;
  - d. the proposal has been designed to minimise disruption should the need for maintenance, adaption or future upgrades arise;
  - e. the proposal will not cause significant and irremediable interference with other electrical equipment, air traffic services or instrumentation operated in the national interest; and
  - f. the proposal conforms to the latest International Commission on Non-Ionising Radiation Protection (ICNIRP) guidelines, taking account of the cumulative impact of all operator equipment located on the mast/site where appropriate (i.e. prevent location to sensitive community uses, including schools).

- 5.76 The government has committed to improving broadband access. As part of this commitment the Superfast Essex Programme aims to extend the fibre broadband network as far as possible in Essex. The Council will work with broadband infrastructure providers and Essex County Council to ensure as wider coverage as possible. Upgrades to existing and new communications infrastructure, including ultrafast broadband and mobile communication will be strongly supported, including masts, buildings and other related structures, to harness the opportunities arising from new high-quality communications.

- 5.77 The objective of this policy is to ensure the right balance is struck between providing essential telecommunications infrastructure, conserving and preserving the environment and local amenity, particularly in the borough's sensitive areas. By its nature, telecommunications development has the potential to have a significant impact on the environment and raises issues of visual and residential amenity. Mast and site sharing, using existing buildings and structures and a design led approach, disguising equipment where necessary, can help address these concerns. Therefore, planning applications must be accompanied by detailed supplementary information which provides the technical justification for the proposed development including the area of search, details of any consultation undertaken, the proposed structure and measures to minimise its visual impact.
- 5.78 Although the impact from telecommunications equipment on health is a source of public concern, the government has indicated that the planning system is not the place to determine health safeguards. However, the Council will nevertheless require all applicants to demonstrate their proposed installation complies with the latest national and international guidelines. This currently requires applicants to demonstrate they comply with the International Commission of Non-Ionizing Radiation Protection (ICNIRP)<sup>23</sup> which should take into account the cumulative impacts of all operators' equipment located on the mast/site.

## **POLICY BE10: CONNECTING NEW DEVELOPMENTS TO DIGITAL INFRASTRUCTURE**

- A. To support Brentwood's economic growth and productivity now and in the future, all development proposals should:
- a. provision of up to date communications infrastructure should be designed and installed as an integral part of development proposals. As a minimum, all new developments must be served by the fastest available broadband connection, installed on an open access basis. This includes installation of appropriate cabling within dwelling or business units as well as a fully enabled connection of the developed areas to the full main telecommunications network;
  - b. ensure that sufficient ducting space for future digital connectivity infrastructure (such as small cell antenna and ducts for cables, that support fixed and mobile connectivity and therefore underpins smart technologies) is provided where appropriate;
  - c. support the effective use of the public realm, such as street furniture and bins, to accommodate well-designed and located mobile digital infrastructure;
- B. When installing new and improving existing digital communication infrastructure in new development, proposals should:

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<sup>23</sup> <https://www.icnirp.org/>

- a. identify and plan for the telecommunications network demand and infrastructure needs from first occupation;
  - b. include provision for connection to broadband and mobile phone coverage across the site on major developments;
  - c. the location and route of new utility services in the vicinity of the highway network or proposed new highway network should engage with the Highway Authority and take into account the Highway Authority's land requirements so as to not impede or add to the cost of the highway mitigation schemes;
  - d. ensure the scale, form and massing of the new development does not cause unavoidable interference with existing communications infrastructure in the vicinity. If so, opportunities to mitigate such impact through appropriate design modifications should be progressed including measures for resiting, re-provision or enhancement of any relevant communications infrastructure within the new development;
  - e. demonstrate that the siting and design of the installation would not have a detrimental impact upon the visual and residential amenity of neighbouring occupiers, the host building (where relevant), and the appearance and character of the area;
  - f. seek opportunities to share existing masts or sites with other providers; and
  - g. all digital communication infrastructure should be capable of responding to changes in technology requirements over the period of the development.
- C. Where applicants can demonstrate, through consultation with broadband infrastructure providers, that superfast broadband connection is not practical, or economically viable:
- a. the developer will ensure that broadband service is made available via an alternative technology provider, such as fixed wireless or radio broadband; and
  - b. ducting to all premises that can be accessed by broadband providers in the future, to enable greater access in the future. Or:
- D. The Council will seek developer contribution towards off-site works to enable those properties access to superfast broadband, either via fibre optic cable or wireless technology in the future.

- 5.79 Fast, reliable digital connectivity is essential in today's economy and especially for digital technology and creative sector. The provision for digital infrastructure is important for the functioning of development and should be treated with importance.
- 5.80 Digital connectivity supports smart technologies in terms of the collection, analysis and sharing of data on the performance of the built and natural environment, including for example, water and energy consumption, air quality, noise and congestion. Where it is appropriate and viable to do so, development should be fitted with smart infrastructure, such as sensors, to enable better collection and monitoring of such data. As digital connectivity and the capability of these sensors improves, and their cost falls, more and better data will become available to improve monitoring of planning agreements and impact assessments.
- 5.81 Digital connectivity also supports smart technologies such as Artificial Intelligence (AI), wireless motion sensors and Virtual Reality (VR) which are increasingly used to assist an ageing population and people living with dementia, by reducing isolation, promoting independent living and assisting and complementing care and support.
- 5.82 Provision of high capacity broadband will support businesses and attract investment to Brentwood. It allows residents and businesses to access essential online services, social and commercial networks. It also has the potential to increase opportunities for home-working and remote-working, reducing the demand on travel networks at peak periods. The importance is demonstrated by recent census returns which show that the biggest change in journey to work patterns in the last 20 years has been the increase in people working from home.
- 5.83 The Council aspires to have ultrafast broadband or fastest available broadband at all new employment areas and all new residential developments through fibre to the premises/home (FTTP/H). Fibre to the curb, copper connections to premises and additional ducting for future provision will be considered if developers can show that FTTP/H is not viable or feasible.
- 5.84 It is recognised that at present, in some rural areas of the borough, fast, reliable broadband is not available as it is uneconomic or unviable to serve small numbers of properties in isolated locations. These places generally have poor access to other facilities and as such would not be expected to provide significant levels of growth. Lack of fast, reliable broadband or lack of scale to deliver broadband may be considered as unsustainable in these locations.
- 5.85 Where new development is proposed in rural areas, investment in superfast reliable broadband will be required, subject to viability. This means that developers should explore all the options, and evidence of this engagement should be submitted with a planning statement.

# Transport and Connectivity

## Sustainable Transport

- 5.86 Sustainable transport is a key component of sustainable development, for its many benefits go beyond helping the environment. It encourages an active lifestyle, contributes to improving air and noise quality, helps improve public health, provides safer environments for children, increases social interaction in the neighbourhoods and can save travel time by reducing congestion.
- 5.87 Sustainable transport refers to:
- i. Transport strategies that increases accessibility/mobility while minimising traffic volume and overall parking levels, for example allocating development in highly accessible locations, or providing public transport and a cycling network (Policy BE11 Strategic Transport Infrastructure, Policy BE12 Car-limited development, Policy BE13 Sustainable Means of Travel and Walkable Street, Policy BE14 Sustainable Passenger Transport, Policy BE17 Parking Standards)
  - ii. Means of transport which reduces the impact on the environment such as sustainable public transport, low emission vehicles, vehicle charging points and car sharing, as well as non-motorised transport, such as walking and cycling (Policy BE14 Sustainable Passenger Transport, Policy BE15 Electric and Low Emission Vehicle,).
  - iii. Mitigating the transport impact of development (Policy BE16 Mitigating the Transport Impacts of Development)
- 5.88 Many aspects of transport and travel need to be considered, including reducing the need to travel, encouraging walking and cycling to reduce dependency on car travel and to improve public health, making public transport cleaner and more accessible to all users.
- 5.89 It is also important that we consider car ownership and be realistic about the fact that most households in the borough will own a car. While public transport links into London are good for Brentwood town and other areas along the transport corridors, villages are more remote with less good access. Therefore, it is acknowledged that some level of car travel and parking considerations will remain important for Brentwood as we consider the future.

### **POLICY BE11: STRATEGIC TRANSPORT INFRASTRUCTURE**

#### **A. Maximising the value of railway connectivity and Elizabeth Line**

- a. The Council supports the fast high-capacity transport links into London from Shenfield and the improved linkages from Elizabeth Line, maximising

the potential for an overall improvement to borough rail services, and mitigating environmental and transport impacts as a consequence of the scheme. This would be achieved through improvements to pedestrian and cycle infrastructure and bus services linking both new and existing developments to the train stations, and introduction of parking controls where needed.

- b. Development in proximity to the railway stations will demonstrate how the schemes connect to the surrounding walking, cycling and public transport links to the station. The proposed schemes must offer direct routes, as well as easy, effective orientation and navigation to the stations.

#### **B. Improving multimodal integration and/or capacity at train stations**

- a. The Council will work with the highway authority, statutory bodies and key stakeholders, including public transport operators, to secure funding for:
  - i. improving the public realm and circulation arrangement as well as achieving multimodal integration around both Brentwood and Shenfield stations given the potential increased usage and footfall expected to arise from Elizabeth Line;
  - ii. improving the public realm, circulation arrangement and capacity of West Horndon station as well as creating associated multimodal interchange through phases to support new residents and employees;
  - iii. improving the public realm and circulation arrangement as well as achieving multimodal integration around Ingatestone; and
  - iv. bus services connecting the developments sites to stations;
- b. The Council will consider the scope for Park and Ride/ Cycle/ Stride schemes where the demand and impacts are assessed within a detailed feasibility study.

#### **C. Delivering improvements to the highway infrastructure capacity**

- a. The Council will continue to work with the highway authority, statutory bodies and key stakeholders to coordinate and, where appropriate, deliver improvements to the highway network and other suitable non-highway<sup>24</sup> measures.

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<sup>24</sup> Non-highway measures within this Plan include sustainable transport measures and behavioural change that go beyond physical improvements to assist in reducing the impact of developments on the overall road network. More details on non-highway measures can be found in the Transport Assessment (PBA, 2018), and under Policy BE16 Mitigating the Transport Impacts of Development, paragraph 5.131.

- b. Any significant impacts from the development on the transport network on highway safety must be effectively mitigated to an acceptable degree in line with Policy BE16 Mitigating the Transport Impacts of Development.
- c. Development close to schools and early years & childcare facilities should facilitate an attractive public realm that is safe for children and encourages walking and cycling to address the impacts of school run traffic, in line with ECC's Developers' Guide to Infrastructure Contributions.

5.90 This policy seeks to align strategic transport infrastructure improvements with Brentwood's proposed allocations and economic growth and to contribute to health and well-being whilst preserving the environment. This would be achieved by maximising the value of Elizabeth Line, improving the capacity of the stations and road network, ensuring the main settlements and new development have convenient access to high quality and frequent public transport services which connect to the town centre, main employment centres, rail stations, ports and airports in the wider region.

5.91 Development proposed within this Plan will only be deliverable and supported if suitable transport measures and investment are led, coordinated and, where appropriate, delivered by Brentwood Borough Council and strategic partners. Development should seek to enhance transport, particularly public transport, and wider connectivity between new and existing employment areas.

#### Maximising the value of railway connectivity and Elizabeth Line

5.92 Previously known as Crossrail, the new Elizabeth Line is a 118 km railway under development crossing through the heart of London, enabling access between Reading and Heathrow in the west, through central London to Shenfield and Abbey Wood in the east. The full route is expected to be fully operational by December 2019. The arrival of Elizabeth Line will provide an improved and more frequent service to Brentwood's residents and visitors thus benefiting businesses and facilitating growth. The Council will work with partners to improve the station environment at both Brentwood and Shenfield stations, specifically in terms of non-motorised users and enhanced public transport access, with new forecourt and pedestrian crossing facilities.

5.93 It is expected that the introduction of this new railway will have both positive impacts, as a result of additional rail trips, and potentially negative impacts, with potential for increased travel by car to access the stations (Transport Assessment, PBA, 2018). There will be a need to monitor and review the situation once the services are operational. Any impacts identified should be addressed through the implementation and promotion of sustainable transport measures, for example the provision for non-car modes and the implementation of parking restrictions and pedestrian wayfinding system.

5.94 The proximity of new housing developments close to railway stations can provide the opportunity to improve cycling and walking infrastructure for shorter distance trips, to access rail services. Improving links to Brentwood and Shenfield stations will benefit both existing



population as well as the new Local Plan developments within easy access of the stations. Proposed allocations and future development near Brentwood and Shenfield stations are required to demonstrate that the planning and design for movement connect well to the surrounding walking, cycling and public transport links to the station, and give priority to pedestrians and cyclists.

### Improvements to the train stations

- 5.95 In order to support a transit-oriented growth strategy and support projected travel demands from future development as well as provide the opportunity for non-motorist travel, it is important to achieve integration of transport modes. This should support regional trips by public transport and reduce pressure on the road network at the critical peak period. The Council will encourage improvements to the public realm surrounding existing train stations and look to improve access, interchange facilities, installation of wayfinding signs and introduce parking control where appropriate. Park and Ride/Cycle/Stride schemes to improve access to the stations will be considered subject to a future detailed feasibility study prepared by the Council.
- 5.96 The railway stations in the borough have potentials to assist in providing additional benefits to sustainable travel. New development should seek to provide new or improved links and access to the station. Where appropriate contributions will therefore be sought from nearby developments:
- a. Brentwood station: located on the Great Eastern Mainline, Brentwood station is served by TfL rail services operating between Shenfield and London Liverpool Street and Abellio Greater Anglia services operating between Southend Victoria and London. The emphasis on accessibility to both Shenfield and Brentwood stations will be on sustainable travel as a means of access, with improvements to pedestrian and cycle infrastructure and bus services, linking both new and existing developments near the stations, and on introducing new parking controls where needed to discourage parking around the stations, therefore reducing car travel.
  - b. Shenfield station: also located on the Great Eastern Mainline, Shenfield station is served by TfL and Greater Anglia rail services to Stratford and London Liverpool Street station and Greater Anglia services to Southend Victoria, Colchester Town, Ipswich, Braintree and Clacton-on-Sea, as well as some services to Norwich. From late 2019 it will be the terminus of the Elizabeth Line which will run from Reading and Heathrow Airport in the west through London. During 2014 JMP Associates undertook a station parking study for Shenfield prior to the development of the Elizabeth line. From the Rail User Survey carried out as part of the study, the study demonstrates that with the introduction of better bus services to the station, a reduction in the number of people who park at Shenfield who live in the vicinity as well as from any future Local Plan developments in the region could be witnessed, reducing overall traffic on the local network. As mentioned above, enhancement to Shenfield station would centre around improving pedestrian and cycle infrastructure and bus services and where necessary, parking controls.
  - c. West Horndon station: West Horndon station is on the London, Tilbury and Southend Railway line and is served by C2C with two trains per hour to London Fenchurch Street and Shoeburyness. It is currently identified that parking capacity is fully utilised most weekdays for commuters into London from the A127/A13 corridors. The location

of a number of the Local Plan development sites will mean that West Horndon Station will play an important role in future transport provision. The Transport Assessment (PBA, 2018) proposed that over the lifetime of this Plan, the improvements to the station, bus and cycle infrastructure and interchange facilities are phased to create a new integrated transport hub. An increased capacity on the existing train service will be central to the new cycling, walking and bus movements of the new residents and employees. To ensure the new development will provide convenient access to the future interchange at West Horndon, the Transport Assessment (PBA, 2018) proposed that interim bus service(s) connecting the developments sites to the interchange should be built into the development agreements to be funded. This should allow time for enough customer demand for a commercial operator to take on the routes. This is particularly the case with Dunton Hills where new opportunities will exist.

- d. Ingatestone station: Ingatestone railway station is on the Great Eastern Main Line, currently served by Greater Anglia. New development should seek to provide new or improve links and access to Ingatestone station.

#### Delivering improvements to the highway infrastructure capacity

- 5.97 As the backbone of our transport system, roads keep the population connected and the economy flowing. In light of planned development, it is important to grasp the opportunity to transform our roads and the experience of driving on them, whilst also addressing strategic imperatives such as economic growth and climate change.
- 5.98 It should be noted, however, that providing additional highway capacity will only have a short-term impact and may be quickly taken up by suppressed traffic. Therefore, investment in providing alternatives is important. Non-highway measures<sup>25</sup> such as sustainable transport measures and behavioural change that go beyond physical improvements could assist in alleviating pressures on the highway network. These measures are embedded in other policies in this Plan.
- 5.99 The Council is working with Associations of South Essex Local Authorities (ASELA) to prepare a statutory Joint Strategic Plan (JSP) which will identify ways to transform transport connectivity, among other required work to deliver growth. This work will inform public transport services needed to follow suit if the wider development needs of south east England are to be sustainably provided.
- 5.100 In Brentwood, the strategic highway infrastructure includes:
  - i. the A12 which connects the market town and major settlements in central Brentwood Borough to London and the wider region, providing access to services, jobs and recreation;
  - ii. the A127 which travels through the south of Brentwood Borough and connects it to London, Basildon, Rochford, Southend, Southend Airport and surrounding employment areas. The A127 corridor is a vitally important primary route for the south of Essex;

<sup>25</sup> More details on non-highway measures can be found in the Transport Assessment (PBA, 2018), and under Policy BE16 Mitigating the Transport Impacts of Development, paragraph 5.131.

- iii. the M25 in the west which connects Brentwood Borough to London and Stansted Airport;
- iv. and associated key junctions.

- 5.101 The Transport Assessment (PBA, 2018) assessed how the highway network within the borough copes at a strategic level as a result of the new Local Plan Development and committed developments within adjacent local authorities that would likely have an impact on Brentwood Borough highways. This work identified a number of junctions that may require mitigation as well as a number of non-highway<sup>26</sup> related mitigation measures. The results of the modelling and junction assessments highlight the need to continue to monitor throughout the Local Plan period to identify any additional impact from other schemes on the highway network in Brentwood, such as the Lower Thames Crossing project, the A127 and any highway effect from the opening of the Elizabeth Line. Since the level of growth planned along the A127 and A12 are reliant on new and improved strategic infrastructure of regional and national importance (including the Lower Thames Crossing), the Council will continue to work with the highway authority (Essex County Council), statutory bodies (including Highways England), the Essex Heart and Haven Strategic Transport Boards<sup>27</sup> other partners (including the ASELA and the A127 Task Force), and developers to secure the mitigation measures to the highways and related junctions to deliver growth. The impact of individual access junctions for individual sites would be expected to be undertaken by promoters of individual sites.
- 5.102 It is recognised that existing mitigation undertaken by third parties is being considered and will assist in improving capacity of the highway network in the borough. These include:
- i. A127/A128: several studies, led by Essex County Council, have been progressing on the A127 corridor between Southend-on-Sea in the East to the M25 in the west, the final section of this road is within Brentwood Borough. Within the A127 Corridor for Growth study<sup>28</sup> there are individual pieces of work currently at various stages of planning and development, many of which are focussed on interchange capacity and/or safety improvements. Continued joint working with ECC and other neighbouring authorities will be important, so any outcomes from this study can feed through to the South Brentwood Growth Corridor Masterplan;
  - ii. M25 Junction 28: Highways England are currently undertaking work to develop improvements at M25 Junction 28<sup>29</sup>. Further engagement will be required with Highways England on this scheme;

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<sup>26</sup>: Non-highway measures within this Plan include sustainable transport measures and behavioural change that go beyond physical improvements to assist in reducing the impact of developments on the overall road network. More details on non-highway measures can be found in the Transport Assessment (PBA, 2018), and under Policy BE16 Mitigating the Transport Impacts of Development, paragraph 5.131.

<sup>27</sup>: The Heart and Haven Strategic Transport Boards was established by ECC with the primary roles to determine infrastructure priorities, encourage partnership working on transport and growth issues, and fulfil the duty to co-operate on transport planning and delivery in the context of Local and National Plans.

<sup>28</sup> <https://www.essexhighways.org/uploads/docs/nevendon-a127-corridor-for-growth-paper2.pdf>

<sup>29</sup> <https://highwaysengland.co.uk/projects/m25-junction-28-improvements/>

- iii. M25 Junction 29: mitigation measures at this junction are being considered with the aim to improve the junction's operation with the introduction of the Brentwood Enterprise Park. Proposals for the Lower Thames Crossing route that impact M25 Junction 29 will need further consideration as part of these overall aims.
- 5.103 Brentwood high schools and some primary schools are very attractive not only to residents within the borough, but also for many children from the surrounding Essex and London authorities. The five high schools located in the central area of Brentwood Borough generate a significant volume of parents dropping off and picking up their children; therefore, the impact of an increasing population of children and school related traffic should be taken into consideration as a part of mitigation measures to the highway network. Development in proximity to schools and education facilities should be designed with priority given to safety and convenience of pupils' walking, cycling to school, as well as other measures that can address the impacts of school run traffic, in line with ECC's Developers Guide to Infrastructure Contributions.
- 5.104 For Central Brentwood Growth Corridor, the Council is considering a sustainable transport strategy to help address traffic and associated air quality issues, based on non-highway measures identified in the Transport Assessment (PBA, 2018), options including but not limited to School Clear Zones and Low Emission Zone:
  - i. The School Clear Zones concepts seeks to remove school related trips from the town centre and to encourage greater use of non-car modes for such trips. In these zones, vehicles will be restricted from stopping, parking for drop off during AM/PM peak hour. The pupils will be encouraged to walk or cycle from drop off zones to relieve pressure on the highway network. The measure has the added benefit of encouraging more physical activity for children their parents, and all other users to walk or cycle from a reasonable distance. In addition, it would help improve air quality and address illegal car parking affecting residents living close to the schools. The Council intends to continue exploring the potential and deliverability of this concept;
  - ii. A Low Emission Zone is a defined area where access by polluting vehicles is restricted or deterred with the aim of improving the air quality. This may favour vehicles such as alternative fuel vehicles, electric vehicles, or zero-emission vehicles. Currently feasibility analysis is being considered for Low Emission Zone as part of a long-term assessment (Brentwood IDP, 2018).
  - iii. Other measures and behavioural change measures are detailed under Policy BE16 Mitigating the Transport Impacts of Development, and can also be found in the Transport Assessment (2018).
- 5.105 For South Brentwood Growth Corridor, there is a recognition that provision of sustainable transport in this area is poor. To mitigate the impact of future development on the highway network in the South, the Council will work proactively with developers, key stakeholders and service providers to implement new area-specific sustainable transport measures, which would seek to mitigate transport impacts of sites on the highway infrastructure, improve bus links across the area and improve capacity of West Horndon station. The measures would also seek to reduce the impacts of northward movements into central Brentwood. Where northward movement happens, they should be undertaken by electric car club vehicles, electric bikes or bus.

- 5.106 It is considered that the preferred route of the Lower Thames Crossing, developed by Highways England, will have impacts on opportunities as well as cumulative impact on the local and strategic transport network. The Lower Thames Crossing is a proposed new road crossing of the River Thames which will connect the counties of Essex (north) and Kent (south). The planned route is expected to run from the M25 near North Ockendon, cross the A13 at Orsett before crossing under the Thames east of Tilbury and Gravesend. A new link road will then take traffic to the A2 near Shorne, close to where the route becomes the M2. At this stage, information on the impact of this scheme on the highway network in Brentwood is limited. The impact of the scheme on travel in the borough will need to be reviewed as the scheme progresses, in particular, if delivery of the scheme comes forward during the Plan period.
- 5.107 The Lower Thames Crossing Statutory Consultation commenced on October 10<sup>th</sup> 2018<sup>30</sup>, the forecast reporting released as part of the consultation evidence does not provide detailed analysis of flow changes on the A128 and A127; however, the non-technical summary identifies a reduction in traffic on these links, demonstrating that this is likely to have a beneficial effect in the operation at these junctions. Currently, Highways England anticipate that, subject to funding and planning consent, the scheme would open in 2027, within the Plan period. However, there is still uncertainty regarding the timescales for the delivery of this scheme (Transport Assessment 2018, PBA).

## **POLICY BE12: CAR-LIMITED DEVELOPMENT**

The Council will encourage car-limited development proposals in appropriate locations that are, or are planned to be, well-connected by public transport and have good accessibility through walking and cycling. Car-limited development will be considered against the following criteria:

- a. where there is safe and direct walking and cycling routes into Brentwood Town Centre or District Shopping Centres, railway stations or strategic employment sites;
- b. where there is excellent access to public transport or where internal road layouts are well-connected allowing bus services to access;
- c. where there is potential for measures to enable sustainable modes that offer travel choice: and
- d. where the car- limited status of the development can realistically be enforced by planning condition, planning obligations, on-street parking controls or other means such as car clubs.

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<sup>30</sup> <https://highwaysengland.citizenspace.com/ltc/consultation/>

- 5.108 While the aim will be to offer a choice of transport, reducing dependency on the car will reduce congestion and pollution and improve resilience in the face of future fuel shortages or price rises. The government's Active Travel Strategy (Department of Health and Department for Transport, 2010) aims to get more people walking and cycling in recognition of the many benefits these bring. As the Strategy notes, walking or cycling can be quicker and cheaper than driving or taking public transport for many short trips and are an easy way to become more physically active thereby improving health and well-being.
- 5.109 The dominance of vehicles on streets is a significant barrier to walking and cycling and reduces the appeal of streets as public places. When properly implemented in appropriate locations, car-limited development could have significant benefits including:
- a. accommodating more dwellings on a given site, without overdeveloping;
  - b. leaving more space for landscaping and green space;
  - c. safer streets for children's play, and more social interaction;
  - d. reduced car dependency, while supporting walking, cycling, public transport and local car clubs;
  - e. less traffic congestion and pollution associated with the new development.
- 5.110 Larger car-limited developments will be encouraged to incorporate a car club, which can be an attractive alternative to private car ownership and boost the attractiveness of car-limited housing.

### **POLICY BE13: SUSTAINABLE MEANS OF TRAVEL AND WALKABLE STREETS**

- A. Sustainable modes of transport should be facilitated through new developments to promote accessibility and integration into the wider community and existing networks. Priority should be given to cycle and pedestrian movements and access to public transport.
- B. Development proposals should seek to provide appropriate provision for the following sustainable measures:
  - a. the provision of pedestrian, cycle, public transport and where appropriate, bridleway connections within development sites and to the wider area, including key destinations;
  - b. the creation of safe, secure, well connected and attractive layouts which minimise the conflicts between traffic, cyclists and pedestrians, and allow good accessibility for bus services within sites and between

sites and adjacent areas, improve areas where public transport, pedestrian or cycle movement is difficult or dangerous;

- c. the provision of community transport measures promoting car pools, car sharing, voluntary community buses, cycle schemes;
- d. safeguarding existing and proposed routes for walking, cycling, and public transport, from development that would prejudice their continued use and/or development; and
- e. any development requiring a new road or road access, walking and cycling facilities and public transport, will be required to have regard to the adopted Essex County Council's Development Management Policies or successor documents, in order to assess the impact of development in terms of highway safety and capacity for both access to the proposed development and the wider highway network.

- 5.111 Securing public transport improvements and better provision for walking and cycling would reduce pollution, make it safer and easier for people to travel to jobs and services and lead to better health, less congestion and more pleasant streets.
- 5.112 This policy seeks to encourage people to make sustainable travel choices by improving choices and making development easily accessible by different modes of transport, especially walking, cycling and public transport. An important policy tool to achieve this is the modal hierarchy. All major development should follow the modal hierarchy by providing access for all of the following (most preferable first, least preferable last):
- a. walking and providing access for all, including people with mobility impairment;
  - b. cycling;
  - c. public transport;
  - d. powered two wheelers;
  - e. commercial vehicles and taxis;
  - f. car sharing;
  - g. electric and low emission vehicles;
  - h. private cars.
- 5.113 Streets account for a major part of public spaces; high quality streets are therefore fundamental to the character and efficient functioning of a place and play a fundamental role



in moving people around safely, improving public realm and providing spaces for people to come together. New major development should create permeable, accessible, inclusive and multifunctional streets that promotes active lifestyle and integrates different modes of transport in line with Policy HP13 Creating Successful Places. Barriers to walking should be addressed in development proposals, to ensure that walking is promoted and that street conditions, especially safety/security and accessibility for disabled people, are enhanced. Walking networks and facilities in and around all new developments should be direct, safe, attractive, accessible and enjoyable.

- 5.114 Cycling is a space efficient mode compared to cars so making streets attractive for cycling can bring benefits to all road users while also improving the experience of living, working and getting around. Although further consultation will be required, once finalised the Brentwood Cycling Action Plan (2018)<sup>31</sup> can:
- a. identify how cycling levels can be increased in the borough;
  - b. enable any funding for new cycling schemes in Brentwood to be prioritised;
  - c. create a usable, high-quality cycle network that connects residential areas with key employment locations, rail stations and town centres; and
  - d. create opportunities to increase recreational cycling in Brentwood.
- 5.115 Cycling will be promoted through the provision of improved cycle parking and other facilities and new cycle routes as part of highway infrastructure improvements/traffic management measures and, where appropriate, in association with planning permission for new development. Development should facilitate and encourage cycling to reduce car dependency and the health problems it creates. When providing for cycle parking, cycle parking areas should be secure and covered, and allow easy access for occupiers and their visitors, and provide facilities for all, including disabled cyclists. This could include identifying and reserving specific spaces which provide step-free cycle parking and opportunities for people using adapted cycles, as well as providing facilities for other non-standard cycles such as tricycles, cargo bicycles and bicycles with trailers. Space for folding bicycles should be provided as well as space for conventional bikes to cater for rail commuters. However, space for folding bicycles is not an acceptable alternative to conventional cycle parking as these are less popular in some areas, tend to be less affordable and present difficulties for some users. Surface level parking is preferable to stacked parking which may be difficult for some people to use. Visitor parking should be quickly and easily accessible to front entrances of buildings and not require cyclists to visit parts of a site restricted to occupiers only. Developers should refer to the vehicle parking standards set out in the Essex Parking Standards (2009) or as amended, in line with Policy BE17 Parking Standards.
- 5.116 The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private car parking.
- 5.117 The Council will work with partners and stakeholders to facilitate and promote sustainable transport links from new development to key destinations and the wider network. This include new or improved infrastructure, services and promotion to support walking, cycling

<sup>31</sup> <https://www.essexhighways.org/uploads/files/Getting%20Around/Cycling/Brentwood-Borough-Cycle-Action-Plan.pdf>

and public transport, and provision of charging points for electric vehicles. The Sustainable Modes of Travel Strategy (SMOTS) produced by Essex County Council provides a framework for the Council and its partners to co-ordinate the provision of services and infrastructure to achieve its objectives.

- 5.118 The Essex County Council's Transportation Development Management Policies provide further detail on requirements relating to accessibility and access, including Transport Assessment and Statement thresholds for each land use category.

#### **POLICY BE14: SUSTAINABLE PASSENGER TRANSPORT**

- A. The Council will facilitate and support sustainable passenger transport services operating in Brentwood to help deliver the vision of the Local Plan.
- B. Development proposals should protect and enhance existing passenger transport and their capacity.
- C. Community facilities, schools, and specialist older persons housing, where reasonable and proportionate, should provide pick-up and drop-off facilities (with appropriate kerbs) for passenger transport close to the principal entrance suitable for minibuses, school buses, taxis, and/or ambulances.

- 5.119 Passenger transport, including bus, school bus, rail, taxis and private hire vehicles play a significant role in enabling access to facilities and services across the borough and to destinations in other authorities' areas. They also provide people with travel choices and can contribute to addressing congestion and offsetting the environmental impacts of travel.
- 5.120 The Council, in consultation with relevant partners, will seek the retention of existing bus and rail services and, where viable, encourage improved and new services. Support will be given to the refurbishment of rail station buildings and other improvements in facilities for public transport users including transport interchange improvements.
- 5.121 Brentwood and the surrounding area are served by multiple bus operators; the most frequent are First Bus, Stagecoach and Ensign Bus. There is potential in future, with the pattern of development, to provide improved bus services linking key residential areas, both existing and those proposed through the local plan, employment and railway stations. The Transport Assessment (PBA, 2018) highlights that there is an opportunity to provide services that will link Dunton Hills Garden Village (and Basildon), West Horndon Station, Brentwood Enterprise Park, Childerditch Business Park and Brentwood (including the station), which if providing a high-quality express service between these key origins and destinations would

provide a realistic alternative to the private car. Moving forward, in addition to traditional bus services, demand responsive services could be considered as a part of sustainable transport measures.

- 5.122 The Council would support the commencement of passenger transport in large scale developments at the earliest opportunity, which should be considered to be the responsibility of the developer. The Council will seek to secure additional passenger transport facilities and service funding to enable the existing routes to be enhanced in terms of frequency, quality, connectivity and coverage where appropriate.

## **POLICY BE15: ELECTRIC AND LOW EMISSION VEHICLES**

- A. The Council will seek appropriate infrastructure for electric and low emission vehicles at new developments.
- B. This could include, but is not limited to, electric vehicle charging / plug-in points or the infrastructure required to provide this in the future.

- 5.123 According to the Brentwood Renewable Energy Study<sup>32</sup>, transport emissions in Brentwood are higher than the national average, due to increased car ownership and access to vehicles. Electric or other low emission vehicles will help reduce pollution, climate change impacts, oil use from the transport sector while improving energy independence, air and noise quality, thus well-being of Brentwood residents.
- 5.124 The development of a robust infrastructure network is widely considered a key requirement for a large-scale transition to electromobility. Research<sup>33</sup> has found that the availability of public charging is generally linked with electric vehicle uptake as providing charging stations can help meet charging demand and increase electric vehicle consumer confidence. Highways England has plans to install charging infrastructure every 20 miles along the major road network as part of its Road Investment Strategy<sup>34</sup>.
- 5.125 The Council may seek infrastructure for electric and low emission vehicle where it is appropriate and viable. This could be in the form of public charging infrastructure or make-ready infrastructure for charging stations. The design and operation of such infrastructure

<sup>32</sup> University of Exeter (2014) Brentwood Renewable Energy Study. Available online at: <https://www.brentwood.gov.uk/pdf/19122014123724u.pdf>

<sup>33</sup> Hall D., Lutsy N (2017) Emerging Best Practices for Electric Vehicle Charging Infrastructure, the International Council on Clean Transportation. Available at: [https://www.theicct.org/sites/default/files/publications/EV-charging-best-practices\\_ICCT-white-paper\\_04102017\\_vF.pdf](https://www.theicct.org/sites/default/files/publications/EV-charging-best-practices_ICCT-white-paper_04102017_vF.pdf)

<sup>34</sup> Jones A. (2015) Off Road Trials for 'Electric Highways' Technology, Highways England. Available at: [www.gov.uk/government/news/off-road-trials-for-electrichighways-technology](http://www.gov.uk/government/news/off-road-trials-for-electrichighways-technology)

should follow best practice so that their operation would not undermine the quality of public realm nor refract from the shift towards active travel.

5.126 In addition, the provision of private charging infrastructure at home and at workplace will be encouraged:

- i. Home charging stations could help to make electric vehicles more accessible. In multi-unit dwellings, where residents frequently do not have dedicated parking spots, installation of charging infrastructure in shared parking facilities or public curbside charging stations could be sought. The UK Government's Office for Low Emission Vehicles currently offers incentive programs towards the up-front cost of each electric vehicle charge point purchased and installed to defray the added costs of charging infrastructure at home<sup>35</sup>.
- ii. Workplace charging can serve as the primary charging opportunity for drivers without a dedicated home charge point, allowing increased flexibility for drivers who commute with their electric vehicle. Since cars charging at a workplace tend to be plugged in for many hours during the middle of the day, it is an ideal setting for smart charging programs and could further the integration between electric vehicles and daytime renewable energy, especially solar. Pilots projects in the UK<sup>36</sup> and elsewhere<sup>37</sup> have shown that people are much more likely to switch to electric vehicles if there is access to charging infrastructure at their workplace. The UK Government's Office for Low Emission Vehicles offers financial support<sup>38</sup> towards the cost of installing EV charging to encourage organisations to install electric vehicle charging facilities at their workplace.

## **POLICY BE16: MITIGATING THE TRANSPORT IMPACTS OF DEVELOPMENT**

- A. Developments should seek to ensure that they will not have an unacceptable transport impact and/or any significant impacts from the development on the transport network (in terms of capacity and congestion) and on highway safety can be effectively mitigated to an acceptable degree.
- B. New development will be required to:

<sup>35</sup> Office for Low Emission Vehicles (OLEV) (2016). Electric Vehicle Homecharge Scheme Guidance for Customers: Version 2.1. UK Department for Transportation. Available at: <https://www.gov.uk/government/publications/electric-vehicle-homecharge-scheme-guidance-for-customers-version-22>

<sup>36</sup> <https://www.businessgreen.com/bg/news/3007028/could-workplace-charge-points-trigger-electric-vehicle-demand>

<sup>37</sup> Olexsak, S. (2014) Survey Says: Workplace Charging Is Growing in Popularity and Impact, U.S. Department of Energy. Available at: <https://www.energy.gov/eere/articles/survey-says-workplace-charging-growing-popularity-and-impact>

<sup>38</sup> Office for Low Emission Vehicles (OLEV) (2016) Workplace Charging Scheme Guidance for Applicants, Installers and Manufacturers, UK Department for Transportation. Available at: <https://www.gov.uk/government/publications/workplace-charging-scheme-guidance-for-applicants-installers-and-manufacturers>

- a. submit Travel Plans, Transport Assessments and/or Statements in accordance with the thresholds and detailed requirements for each land use category as set out in the Essex County Council's Development Management Policies or its successors;
- b. provide reasonable and proportionate financial contributions/mitigation measures where necessary to mitigate the transport impact of the development to an acceptable degree. This could include investment in infrastructure, services, Low Emission Zone, or behavioural change measures (including enforcement) to encourage the use of sustainable modes of transport. Such measures should be provided to meet the first or early occupation of a site in order to influence travel behaviour from the outset.

- 5.127 Traffic congestion and road capacity remain key issues on the borough's transport network and the need to mitigate their impacts and to promote modal shift remains imperative, especially as growth in and around Brentwood increases.
- 5.128 Joint working is being undertaken with Highways England, Essex County Council (highways authority), developers and all relevant partners to identify necessary mitigations at key junctions, to consider the cumulative impact of growth within the borough over the Plan period, and to consider the wider planned growth on the local and strategic route network.
- 5.129 Development resulting in an unacceptable impact on highway safety, or significant and harmful residual cumulative impacts on the road network will be prevented or refused on highways grounds, unless any impact will be effectively mitigated to an acceptable degree, in line with the NPPF (2018).
- 5.130 Developments should also provide adequate provision for servicing and public service vehicles.
- 5.131 As noted earlier in this chapter, providing physical improvements to the highway will only have a short-term impact therefore it is important to invest in long term alternatives. The Council will work with developers and service providers to consider potential sustainable transport measures that could assist in reducing the impact of developments on the overall road network. The Transport Assessment (PBA, 2018) identifies a number of non-highway mitigation measures that could be implemented in Brentwood Borough; feasibility analysis for some of these measures are being considered in the in the Brentwood IDP as part of a long-term assessment. These include:
- i. School Clear Zone;
  - ii. Park and Ride/ Cycle/ Stride;

- iii. 'Quietway' cycle routes;
  - iv. Low Emission Zone;
  - v. Banning all large freight vehicle from stopping deliveries within the Central Brentwood zone and A128 corridor during AM/PM peaks;
  - vi. Car-limited development at appropriate locations;
  - vii. Pedestrian wayfinding system;
  - viii. Multiple service app making access to smart car hire/ community buses/ booking bikes/ bike hire schemes etc. easier;
  - ix. Encourage clean vehicles and introduce electrical parking points to encourage use of such vehicles and plan and deliver other IT infrastructure required to allow future implementation of emerging SMART systems;
  - x. Multi-modal integration at rail stations.
- 5.132 This policy should be read in conjunction with Policy BE11 Strategic Transport Infrastructure, BE12 Car-limited Development, BE13 Sustainable Means of Travel and Walkable Streets and BE14 Sustainable Passenger Transport. Aims to reduce pollution levels from transport can also be linked to Policies BE18 Green and Blue Infrastructure, NE05 Air Quality, and SP03 Health Impact Assessments.

## Managing Parking

- 5.133 The Council will continue to promote lower levels of private car parking to help achieve modal shift, particularly for non-residential developments where more sustainable transport alternatives such as walking, cycling and public transport exist. This will be particularly important in the Town Centre, where the transport strategy is to increase access without an increase in overall parking levels.
- 5.134 Car parking standards are an important means of managing traffic levels in and around a development, especially when combined with measures to increase access to transport alternatives to the private car.

### **POLICY BE17: PARKING STANDARDS**

- A. The Council will refer developers to the vehicle parking standards set out in the most up-to-date Essex Parking Standards. Schemes should comply

with design standards and provision levels for uses and transport modes specified.

- B. In the following circumstances, the parking standards may be flexible to minimise pressure on land and encourage alternative modes of transport:
  - a. office developments in urban areas that are well-connected by public transport and have good accessibility through walking and cycling;
  - b. retail and mixed-use development in the Town Centre, District Shopping Centres and Local Centres that has access to shared car parks with different facilities/users at different times; and
  - c. commuter parking provision at train stations.
- C. Proposals which do not conform to these standards should be supported by evidence detailing the local circumstances that justify deviation from the standard.

5.135 Developers should account for the following when proposing the level of car parking for a site:

- a. the location of the development, in terms of whether the site has convenient walkability and cyclability to the Town Centre, District Shopping Centres, major employment centres, and whether or not it has high public transport accessibility;
- b. the type of development (fringe site, infill site, etc.) - infill sites are much more likely to be located in areas with existing travel patterns, behaviours and existing controls, and may be less flexible;
- c. the type of residence (houses, flats, etc.) - houses tend to have higher car ownership than flats, even if they have the same number of habitable rooms;
- d. local car ownership levels;
- e. for developments requiring a Transport Assessment, it should be demonstrated that the level of parking proposed is consistent with the recommendations of this Transport Assessment;
- f. the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles. Electric vehicle charging points or the infrastructure to ensure their future provision should be provided within a development where reasonable and proportionate; and
- g. adequate provision should be made for efficient deliveries and servicing.



- 5.136 Brentwood Borough Council adopted the Essex Parking Standards as a Supplementary Planning Document (SPD) in 2011 and will expect these standards to apply until such time as they are revoked or superseded by other standards. This document sets out a range of standards to be applied depending on the proposed use of new development, such as minimum parking for residential development to address issues of on-street parking and maximum standards for parking in non-residential developments in order to encourage more sustainable transport methods. This document is subject to revision by Essex County Council in light of changes made to the NPPF (July 2018).
- 5.137 Parking associated with offices has the potential to generate car travel in the morning and evening peaks when streets are the most congested. This makes bus travel less reliable and active travel less attractive and road network more congested in some parts of the borough. Office parking also has the potential to induce car dependence even where alternatives to the car exist. Census 2011 origin and destination statistics indicate that workers commuting to Brentwood from the surrounding local authorities mainly commute by car. Reduced office parking provision where alternative choices are convenient and available can facilitate higher-density development and support the creation of mixed and vibrant places that are designed for people rather than vehicles. Applicants should ensure that the use of non-car modes are provided for where appropriate.
- 5.138 It is important that local retail and leisure sector businesses are provided with suitable facilities to continue to thrive. Current parking provision in Brentwood Town Centre, District Shopping Centres and Local Centres often have negative visual impacts yet does not always meet parking space demands of shoppers and visitors. The Council seeks to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.
- 5.139 The shared parking provision in the Town Centre and District Shopping Centres is encouraged to allow visitors, shoppers and commuters to share parking facilities at different times of the day and week and to relieve the current high parking demands in these areas.
- 5.140 Free commuter parking could contribute to congestion and pollution, it also undermines public transport, including park-and-ride and rural bus services. Reducing free commuter parking will therefore reduce congestion and pollution and create demand for public transport. The net effect will be to start a virtuous circle of more convenient and reliable bus services attracting more passengers, creating demand for an expansion in services.
- 5.141 The quantum of any parking provision, as well as its design and implementation, should have regard to the need to promote active modes and public transport use. The operation of car and cycle parking and the associated public realm should be designed and managed in a way that it would not have negative transport, visual and safety impacts on the surrounding areas, and that under-utilised parking space is converted to other uses such as additional cycle parking, amenity space or green and blue infrastructure. Parking provision should be flexible for different users and adaptable to future re-purposing in the context of changing requirements, including technological change. Applicants should refer to best practice and guidance on the design, layout, landscaping and lighting of parking as set out in the Essex Design Guide, Brentwood Town Centre Design Guide and British Parking Association.

# Green and Blue Infrastructure

- 5.142 There are a number of definitions of green and blue infrastructure (GBI) <sup>39 40 41</sup>, all share the same notion in which GBI can be understood as natural or semi-natural networks of green (soil covered or vegetated) and blue (water covered) spaces and corridors that maintain and enhance ecosystem services; it is capable of supporting and enhancing biodiversity and geodiversity, improving air and/or water quality, enhancing and conserving the historic environment, providing recreational or cultural experiences as well as enriching the quality of life of local communities.
- 5.143 In Brentwood, GBI includes open space, woodlands, wildlife habitat, parks, registered commons, villages and town greens, nature reserves, recreational sports facilities, cemeteries, allotments, gardens, waterways and bodies of water, historic parks and gardens and historic landscapes. Figure 5.7 sets out the GBI typology which is based upon the Green Infrastructure Strategy<sup>42</sup>, Sport, Leisure and Open Space Assessment<sup>43</sup>, Natural England's Green Infrastructure Guidance<sup>44</sup>.

Type of GI	Key Policy Elements
Parks and Gardens	County Parks, Borough Parks and Recreation Grounds, Historic Parks and Gardens.
Ecological assets and natural and semi-natural greenspaces (urban / rural)	Special Sites of Scientific Interest (SSSI), Local Nature Reserves (LNR), Local Wildlife Sites (LoWS), Woodlands, Geological Assets, Grasslands, Thames Chase Forest, other assets.
Green and blue corridors	Main rivers, large ordinary/ non-main river watercourses, major tributaries, wetland, hedgerows, major road corridors, major rail corridors, cycling routes/ network, pedestrian paths and rights of way, Protected Lanes.
Outdoor sports facilities and provision for children and teenagers	Natural green surfaces: tennis courts, bowling greens, sports pitches, golf courses, school and other institutional playing fields, and other outdoor sports areas. Green formal/ informal recreation areas for children/ teenagers.

<sup>39</sup> DCLG (2018) NPPF Annex 2: Glossary. Available online.

<sup>40</sup> Natural England (2009) Green Infrastructure Guidance. Available online.

<sup>41</sup> Naumann S., Davis M., Kaphengst T., Pieterse M. and Rayment M. (2011): Design, implementation and cost elements of Green Infrastructure projects. Final report to the European Commission, DG Environment. Available at [http://ec.europa.eu/environment/enveco/biodiversity/pdf/GI\\_DICE\\_FinalReport.pdf](http://ec.europa.eu/environment/enveco/biodiversity/pdf/GI_DICE_FinalReport.pdf)

<sup>42</sup> Groundwork (2015) Brentwood Green Infrastructure Strategy

<sup>43</sup> PLC (2016) Sport, Leisure and Open Space Assessment Final Report

<sup>44</sup> Natural England (2009) Green Infrastructure Guidance

Amenity greenspace	Amenity greenspace, village greens, commons, other informal greenspace, Protected Urban Open Space, Local Green Space.
Allotments	Typically Parish and Council owned/ managed.
Cemeteries and churchyards	Public and privately-owned facilities.
Classified landscapes and accessible urban fringe countryside	Ancient Landscapes.
Other GI	Private gardens.

**Figure 5.3: Brentwood Green and Blue Infrastructure Typology**

- 5.144 GBI as a design approach considers the effects and problems of modern development, it promotes a sensibility that accepts the interwoven worlds of the human and the natural and seeks to more fully and intelligently design human environments in harmony with the conditions of setting, environment, and climate change<sup>45</sup>.
- 5.145 The Council will protect and enhance local distinctiveness and plan positively for the creation, preservation and enhancement of networks of biodiversity and GBI in line with the Council's Green Infrastructure Strategy (2015). As part of planning for infrastructure provision, the Council will work with statutory bodies, infrastructure providers including Essex County Council and utilities companies and consider the roles of developers in providing and maintaining the GBI that is required as a result of new growth.

## **POLICY BE18: GREEN AND BLUE INFRASTRUCTURE**

- A. Brentwood's existing ecological networks, its green and open spaces, as well as green and blue features in the built environment are a part of the borough's network of green and blue infrastructure (GBI) and should be protected, planned, enhanced and managed.
- B. Development proposals should:
  - a. ensure GBI is integral to the primary decision making at every stage in the planning process;

<sup>45</sup> Armour T. and Tempany A. (2017) Mainstreaming Green Infrastructure in TCPA (2017) Special Issue on Planning Our Green Infrastructure

- b. maximise opportunities for the provision, restoration, enhancement, and connection of GBI that integrates with natural and historic environments and systems;
  - c. direct buildings and construction area to the least sensitive locations;
  - d. provide appropriate specification and maintenance plans for proposed on site green and blue infrastructure throughout the life of the development, this includes small scale greening interventions such as green roofs, street trees and soft landscaping;
  - e. protect and enhance Brentwood's rivers, ponds and watercourses, avoid any adverse impacts on existing rivers, the water quality of the rivers and watercourse, and demonstrate that any unavoidable impacts are mitigated;
  - f. seek to improve the water environment and ensure that adequate wastewater infrastructure capacity is provided;
  - g. ensure that misconnections between foul and surface water networks are eliminated and not easily created through future building alterations;
  - h. incorporate measures such as smart metering, water saving and recycling, including retrofitting and rain/grey water harvesting, to help to achieve lower water consumption rates and to maximise futureproofing;
  - i. deliver environmental net gains; if there is a net loss from the development, provide provisions through offsetting.
- C. Where this is not possible, financial contributions to facilitate improvements to the quality and extent of existing GBI in Brentwood Borough will be sought.
- D. The quantity, quality, accessibility and distribution of green and blue infrastructure for proposed allocations, including Dunton Hills Garden Village, will be set out in site specific policies.

5.146 This policy is in line with the NPPF, as well as the government's latest environment plan: A Green Future: Our 25 Year Plan to Improve the Environment<sup>46</sup> which sets out a long-term vision for England's environment post-Brexit, along with some medium-term aspirations for progress, and some shorter-term actions. The plan stresses the importance of good-quality green and blue infrastructure (GBI) and commits to creating a 'national framework of green infrastructure standards, ensuring that new developments include accessible green spaces and that any area with little or no green space can be improved for the benefit of the

<sup>46</sup> HM Government (2018) A Green Future: Our 25 Year Plan to Improve the Environment, available at <https://www.gov.uk/government/publications/25-year-environment-plan>

community'. The Local Plan policies will seek to achieve a net gain for biodiversity by providing new green spaces including high quality green infrastructure built into the designs and masterplans of new development.

- 5.147 It is vital that the right infrastructure is in place to support future growth in the borough, and this includes GBI. There is a need to better link formal and informal open spaces in the borough to improve their wider use and value, as highlighted by the Brentwood Green Infrastructure Strategy (2015). Existing GBI should be protected and enhanced and where opportunities arise, e.g. in conjunction with new development, additional provision made.
- 5.148 There is a growing and compelling body of evidence substantiating the potential for GBI to contribute to the economic, social and environmental well-being of individuals and society; for example, access to the countryside, sport and recreation facilities can promote active and healthy lifestyles through the enhancement of walking and cycling. Strategic scale and more local GBI can make a vital contribution to quality of place and health outcomes if properly integrated into the design and delivery of new development.
- 5.149 It is widely acknowledged that GBI and open space has a major role to play in mitigating against and adapting to climate change, for example, urban cooling, encouraging sustainable travel choices, flood alleviation and supporting habitats. Through the provision of GBI the policy can help overcome habitat fragmentation and improve the ability of the natural environment to adapt to climate change and habitat loss by improving ecological connectivity.
- 5.150 Landscape, parks and open space often have heritage interest, and can play a key role in enhancing and conserving the historic environment. It can be used to improve the setting of heritage assets and to improve access to it. Likewise, heritage assets can help contribute to the quality of green spaces by helping to create a sense of place and a tangible link with local history. Opportunities can be taken to link GBI networks into already existing landscapes or green spaces in towns or existing historic spaces such as church yards, town paths, verges etc. as well as larger designed landscapes to improve the setting of and access to historic buildings or historic townscape. Maintenance of GBI networks and spaces should also be considered so that they continue to serve as high quality places which remain beneficial in the long term.
- 5.151 Brentwood rivers and their valleys form an attractive and important ecological, leisure and recreation resource. The rivers are valued by residents and used as corridors of movement by people and wildlife. They also contain floodplains that provide flood storage capacity. The River Wid is located within the Anglian River Basin District and the Roding, Beam and Ingrebourne catchment and Mar Dyke lie within the Thames River Basin District. They contribute to the objectives of the Water Framework Directive, the Thames and Anglian River Basin Management Plan.
- 5.152 According to the Brentwood Water Cycle Study (2018), watercourses in the study area are either of Poor or Moderate Status; therefore, new development proposals need to ensure construction does not result in deterioration and where necessary, provide protection, enhancement and buffering of watercourses. This includes the provision of ecological buffer strips and corridors, native tree planting and the new wetland areas to help manage flood risk and reduce diffuse pollution whilst connecting people to nature. This could also include de-culverting, removal of redundant structures, alien species removal where appropriate.

- 5.153 According to the TCPA's guidance Planning for Green and Prosperous Places<sup>47</sup>, as time goes by, GBI usually becomes increasingly valuable, but only if it is well maintained. This guidance also emphasises on the importance of maintaining GBI. Therefore, when planning GBI, the following should be considered from the earliest stage:
- revenue funding: to pay for the care of the GBI in perpetuity;
  - capital funding: to pay for creating the GBI; and
  - the design of the GBI: which will affect the cost of maintaining it as well as the cost of creating it.
- 5.154 Proposals that provide appropriate GBI which is well integrated with the existing and new development and with the surrounding area will be supported. In progressing an allocation, strategic consideration should be given to additional mitigation measures, for example planning for the provision of 'off-site' compensatory habitats to address likely residual impacts upon Priority Habitats and Species, and long-term financial support to land managers of nearby green and blue infrastructure that may be subject to significant additional recreational pressure.
- 5.155 The strategic allocation of Dunton Hills Garden Village is located between three living landscape areas; other strategic allocations in the south of the borough, such as the Enterprise Park and West Horndon Industrial Estate redevelopment are also likely to have cumulative impacts on the landscape. However, they also present significant opportunities to establish a strategic framework that deliver a positive contribution to the local ecological network. The quantity, quality, accessibility and distribution of GBI across the area will be considered in site policies in Chapter 9 and development masterplan frameworks.
- 5.156 Development should seek to deliver green and blue infrastructure network in the borough. The strategic planning, implementation and management of GBI requires a co-ordinated approach from a multi-disciplinary, cross-organisational team of partners, for example, Highways England, Essex County Council, Natural England, Thames Chase Forest, Essex Wildlife Trust, the Council's public health team, as well as voluntary groups.
- 5.157 This policy should be read in conjunction with Policy BE08 Sustainable Drainage, Policy HP18 Designing Landscape and the Public Realm, Policy BE19 Access to Nature, Policy NE01 Protecting and Enhancing the Natural Environment, and Policy NE06 Flood Risk.

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<sup>47</sup> TCPA (2018) Practical Guides for Creating Successful New Communities - Guide 7: Planning for Green and Prosperous Places

## POLICY BE19: ACCESS TO NATURE

Access to nature should be integrated as a fundamental part of site and buildings design. Development, including conversion of existing buildings, will be supported if they:

- a. major development should provide direct access to nature by measures such as buildings design and orientation, high-quality landscaping, planting, green roofs, green walls, nature-based sustainable drainage and/or non-motorised access to the countryside;
- b. these measures should be protected, planned, designed and managed as integrated features of green and blue infrastructure;
- c. development in areas that are more than 1 km walking distance from an accessible green open space should seek opportunities to improve residents' experience and interaction with nature by means of design and/or greening interventions.

- 5.158 The Health Foundation identifies 'our surroundings' as one of eight factors, outside of health care, that influence people's opportunity to live a healthy life<sup>48</sup>. In addition, potential mitigations to adult health and social care pressure are rooted in better access to and more regular use of green open space. Effective planning and delivery of GBI at all levels is vital if it is to be delivering health outcomes<sup>49</sup>.
- 5.159 Ambient access to nature carries its own benefits, but the Council encourages interventions that use active connection to nature to achieve improved health and positive lifestyle. GBI need not be difficult or expensive to implement, it can be delivered one step at a time when resources are available. Small and micro scale greening interventions such as pocket park, courtyard garden, green roofs/wall, can be as valuable as large scale GBI in building the pieces of the network. Integrating micro GBI in the built environment can arguably has some of the most significant effects, for example enhancing microclimate, addressing the urban heat island effect, improving water management, creating community cohesion, influencing use and behaviour.
- 5.160 Fragile or high-input landscape features (for example, intensive green walls) could fail their purpose if not properly installed or maintained. This applies to other aspects of building design and construction and should be addressed by ensuring that any proposed greening intervention is supported by appropriate specification and maintenance plans.

<sup>48</sup> Health Foundation (2017) 'Infographic: how do our surroundings influence our health?' Webpage. Available at <https://www.health.org.uk/blog/infographic-how-do-our-surroundings-influence-our-health>

<sup>49</sup> Williams B. (2017) 'The Adult Health and Social Care Crisis – Green Infrastructure as Part of the Solution' in TCPA (2017) Special Issues on Planning our Green Infrastructure



- 5.161 This policy should be read in conjunction with Policy HP13 Creating Successful Places, Policy HP16 Buildings Design, Policy HP18 Designing Landscape and the Public Realm, Policy BE18 Green and Blue Infrastructure, Policy BE22 Open Space in New Development, and Policy BE23 Open Space, Sport and Recreational Facilities.

## **POLICY BE20: ALLOTMENTS AND COMMUNITY FOOD GROWING SPACE**

- A. Planning for allotment space should be an integral part of the green and blue infrastructure provision in residential development.
- B. Provision of space for personal and community gardening and food growing will be favourably considered.

- 5.162 Local community food growing space not only helps to improve social integration and community cohesion but can also contribute to improved mental and physical health and well-being. It supports healthy living by enabling residents make more sustainable food choices, protects local ecosystems and fosters community spirit and enterprise. It also helps reduce the carbon footprint of food production by minimising CO<sub>2</sub> emissions from transporting food and is beneficial for air quality by helping to reduce pollution.
- 5.163 The wider benefits of growing produce are identified in the Brentwood Open Space, Sport and Leisure Assessment (2016)<sup>50</sup> which highlights that providing opportunities for people to grow their own food contributes to sustainability, health and social inclusion.
- 5.164 The Council therefore aims to safeguard land for garden and allotment, promotes local food growing by encouraging development proposals to include spaces for residents and communities to grow their own food. This would enable and support healthy lifestyles, in line with the NPPF (2018, paragraph 91).
- 5.165 There are no currently nationally adopted standards of provision for allotments: the old Planning Policy Guidance Note 17 (PPG17) referred to a standard of 0.2 ha of allotments per 1,000 people whereas the National Society of Allotment and Leisure Gardeners (NSALG) recommends a standard equivalent to 0.23 ha of allotments per 1000 people.
- 5.166 The Brentwood Open Space, Sport and Leisure Assessment (2016)<sup>51</sup> and the updated calculations in the Brentwood IDP (2018)<sup>52</sup> estimate the total amount of allotments in Brentwood Borough to be around 16-17 ha; based upon a borough population of 73,601 (2011 Census), this equates to circa 0.22ha of allotments per 1000 people, which is broadly in line with the old PPG17 standard and NSALG recommended standard.

<sup>50</sup> PLC (2016) Sport, Leisure and Open Space Assessment Final Report

<sup>51</sup> PLC (2016) Sport, Leisure and Open Space Assessment Final Report

<sup>52</sup> Brentwood Borough Council (2018) Infrastructure Delivery Plan

- 5.167 However, the level of growth planned within this Plan period will lead to an increased population and there will be a need to consider how future development can be planned to meet the growing need.
- 5.168 The Council are proposing to declare all existing Council owned allotment sites in the borough as having statutory status so they enjoy the legal protection provided by the Allotments Act 1925. Further engagement work is also required to understand whether the current allotment infrastructure have opportunities to accommodate additional growth or additional provision will be needed.
- 5.169 Opportunities may be available to provide new allotment space as part of the GBI provision in large and strategic housing development.
- 5.170 When allotments are provided on site as part of a development, developers should pay for the future maintenance and management of the allotments and arrange for a management body to undertake that responsibility for the life of the development. Where, land is transferred to the Borough or Parish Councils, an agreed maintenance contribution should be made. It is expected that the developer will maintain the allotment for twelve months before it transfers it to the borough or relevant parish council with the payment of a commuted sum to cover 20 years maintenance. Developer contributions for off-site provision could include the enhancement of nearby allotment facilities.
- 5.171 Innovative solutions to small scale food growing space will be encouraged, such as green roofs/walls, re-utilising existing under-used spaces and incorporating spaces for food growing in new schools.
- 5.172 Forecast of additional allotment land requirements across the borough and at selected strategic sites is detailed in the Brentwood IDP (2018).
- 5.173 This policy should be read in conjunction with Policy BE18 Green and Blue Infrastructure, Policy BE23 Open Space, Sport and Recreational Facilities.

## **POLICY BE21: PROTECTING LAND FOR GARDENS**

Proposals for development on sites that form part of an existing allotment, garden, or group of gardens will only be permitted where:

- a. sufficient garden space and space around existing dwellings is retained, especially where these spaces and any trees are worthy of retention due to their contribution to the character of the area and their importance for biodiversity;
- b. the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area in line with Policy HP14 Responding to Context;

- c. the amenity and privacy of neighbouring, existing and new properties is protected;
- d. provision is made for adequate amenity space, vehicular access arrangements and parking spaces for the proposed and existing properties; and
- e. there is no detrimental effect on the potential comprehensive development of the wider area.

- 5.174 As the definition of Previously Developed Land within the NPPF excludes private residential gardens and allotment, inappropriate development of garden and allotment sites will be resisted. Proposals that are considered to be appropriate on garden or allotment sites in accordance with the criteria set out in this policy will still be assessed against other policies within this Plan.
- 5.175 Allotments and gardens provide a semi-natural habitat for local wildlife and corridors for the movement of wildlife in the urban area. Collectively, they help to mitigate fluvial and surface water flooding in the built-up parts of Brentwood. They form part of an area's development pattern, providing a setting for buildings. They are an important environmental resource and are a vital component of Brentwood's character.
- 5.176 However, it should also be noted that, some forms of redevelopment and infill development, which are well designed and make efficient use of land, will continue to be a valuable additional source of housing supply and need not be inappropriate.
- 5.177 For policies and guidance relating to garden and open space, applicants should refer to Policy HP06 Standards for New Housing, Policy BE23 Open Space, Sport and Recreational Facilities as well as the Brentwood Town Centre Design Guide and Essex Design Guide.

## Open Space

- 5.178 Brentwood's existing sport, leisure, public and private open spaces are important valued assets serving communities and visitors.
- 5.179 Access to good quality open space is essential for health and well-being. The ability to access local open space across the borough varies with a lack of provision in some areas. Provision within new development is therefore particularly important in areas where a deficiency has been identified or where new development would give rise to a deficiency.

## POLICY BE22: OPEN SPACE IN NEW DEVELOPMENT

- A. New development proposals are expected to provide functional on-site open space and/or recreational amenities and may, where appropriate, be required to also provide a financial contribution towards new or improved facilities within the borough.
- B. The amount and type of provision required will be determined according to the size, nature and location of the proposal, quantity and type of open space needed, and existing provision accessible to the proposal. All payments will be in line with the Policy BE23 Open Space, Sport and Recreational Facilities.
- C. A commuted sum may be requested for:
  - a. proposals where strategic open space requirements cannot be met within the site;
  - b. local and strategic open space in developments of single person households or of dwellings for the elderly (where however some compensating increase in private amenity space may be required); or
  - c. a Town Centre, District Shopping Centre or Local Centre location within Brentwood or where
  - d. it is justified by an outstanding urban design approach based on site constraints and opportunities.
- D. All open space provision should be fully equipped to meet the needs of users as agreed by the Council, reflecting acceptable distance and minimum size criteria for different types of open space as set out in the Council's Open Space Standards (refer to Figure 5.4). Maintenance Plans should be submitted at planning application stage for all new facilities provided for exercise or recreation purposes. This is to secure quality over the long term and clarify responsibilities from the outset.

5.180 The proportion of any site to be set aside (or the contribution to be made for off-site provision) will be assessed with regard to the extent, nature, quality and accessibility of existing provision, the suitability of the site and form of the proposed development.

5.181 On larger residential and/or commercial schemes of 50 units and above, the Council will seek at least 15% of the site to be set aside with substantive and usable public open space created. Useable open space is defined as 2000m<sup>2</sup> in a single mass, giving people a space to be able to play. Developments that are unable to provide 15% substantive and usable public open space will be required to provide an enhanced financial contribution to the creation and/or improvement to existing open space outside of the development site.

Developments providing specialised accommodation for the elderly, such as sheltered housing, will be required to provide private amenity space as part of the site and may be required to provide a financial contribution to enhance or improve existing burial ground / service within the borough.

- 5.182 In some central urban locations site constraints may make new provision difficult, in which case a contribution towards providing or enhancing open space facilities in the borough will be required.
- 5.183 The Council will require a contribution towards the laying out, provision and future maintenance of play equipment, where open space is provided as part of the overall development. An Infrastructure Delivery Plan and CIL Charging Schedule, will provide further detail on arrangements for securing commuted payments and ongoing maintenance through planning obligations, in line with Policy PC14 Protecting and Enhancing Community Assets .

### **POLICY BE23: OPEN SPACE, SPORT AND RECREATIONAL FACILITIES**

- A. Within the borough's urban areas, permission will not be granted for development of land allocated on the Brentwood Policies Map as Protected Urban Open Space or Local Green Space unless it can be demonstrated:
  - a. that alternative and improved provision can be created in a location well related to the functional requirements of the relocated use and existing and future users;
  - b. the proposal would relate to the enhancement of the open space, contributing to both the character and amenity of the area; or
  - c. the provision of new open space creates no additional displacement within the Green Belt.
- B. All proposals, where appropriate, will be required to comply with the Council's open space standards; with regard to children's play space, the Council will seek proposals which meet the Fields in Trust minimum standards (see Figure 5.4 and Figure 5.5).
- C. Proposals for green space and landscaping must be accompanied by a maintenance plan to ensure long-term quality and scheme viability.
- D. There will be a presumption against any development that involves the loss of open space, community, sport, recreation or play facilities, including allotments, except where it can be demonstrated that where alternative facilities of equal or better quality and convenience will be provided as part of the development.

- E. Where appropriate, the Council will seek provision of community and recreational facilities through the acquisition of land, joint use of existing facilities or by entering into negotiation with private landowners.

- 5.184 Policy BE23 is concerned with ensuring good provision of high quality, accessible open space to meet the needs of the local community. Set entirely within the Metropolitan Green Belt, Brentwood has direct access, via the rights of way network, to extensive open areas for informal recreation. Country Parks including Hutton, South Weald and Thorndon provide 324 hectares of informal open space, together with other publicly accessible playing fields, parks, woodlands and wider sporting facilities. The Council aims to retain and enhance existing facilities unless a case can be made for alternative provision to be provided which is equivalent or better in terms of the type of open space, accessibility, quality and convenience.
- 5.185 All proposals, where appropriate, will be required to comply with the Council's open space standards as set out in Figure 5.4. These take account of recommendations in Open Space and Sports facilities evidence, Brentwood Play Pitch Strategy (2018), Brentwood Open Space Strategy (2008-2018) and Play Strategy (2018). With regard to children's play space, the Council will seek proposals which meet the Fields in Trust minimum standards as set out in Figure 5.5.

Outdoor Sport	3.15 ha per 1,000 population
Children's Playing Space	Between 0.13 – 0.17 ha per 1,000 population
Allotments and Community Gardens	0.18 per ha per 1,000 population

**Figure 5.4: Open Space Standards**

<b>Local Area for Play (LAP)</b>	Characteristics: The LAP is a small area of open space specifically designated and primarily laid out for very young children to play close to where they live. Aimed at children up to the age of 6.
	Walking distance: 100 m
	Minimum activity zone: 100 sqm
	Minimum buffer zone: 5 m
<b>Local Equipped Area for Play (LEAP)</b>	Characteristics: The LEAP is an area of open space specifically designated and laid out with features including equipment for children who are beginning to go out and play independently close to where they live.
	Walking distance: 400 m
	Minimum activity zone: 400 sqm
	Minimum buffer zone: 20 m
<b>Neighbourhood Equipped Area for Play (NEAP)</b>	Characteristics: The NEAP is an area of open space specifically designated, laid out and equipped mainly for older children but also with play opportunities for younger children.
	Walking distance: 1,000 m
	Minimum activity zone: 1,000 sqm
	comprising an area for play equipment and structures and a hard surfaced area of at least 465 sqm – the minimum needed to play five-a-side football) Minimum buffer zone: 30 m

Figure 5.5: Fields in Trust Children's Play Space Standards





## 6. Housing Provision

### Housing

#### Housing Mix

- 6.1 It is important that new housing development addresses local needs and contributes to the creation of mixed and balanced communities. A core planning principle in the NPPF is that every effort should be made objectively to identify and then meet the housing needs of an area. This means providing sufficient good-quality housing of the right types, mix, sizes, and tenure in the right places, which will be attractive to and meet the identified needs of different groups in society, including families with children, first-time buyers, older people, people with disabilities, and people wishing to build their own homes. Well-designed housing should also be accessible and adaptable to meet people's changing needs and helping to sustain independent living.
- 6.2 The amount and distribution of housing to be delivered in the borough over the Plan period is established through Policy SP02 Managing Growth. Policy HP01 Housing Mix seeks to ensure that residential development proposals deliver housing in a way that contributes to the rebalancing of the housing stock to ensure it better reflects the identified needs and demands for housing of the existing and future communities of the borough.

**POLICY HP01: HOUSING MIX**

- A. All new development should deliver an inclusive, accessible environment throughout.
  - a. On residential development proposals of 10 or more (net) additional dwellings the Council will require:
    - i. an appropriate mix of dwelling types, sizes and tenures to meet the identified housing needs in the borough as set out in the Strategic Housing Market Assessment or any similar evidence for market and affordable units (such as the Council's Housing Strategy), to provide choice, and contribute towards the creation of sustainable, balanced and inclusive communities; and
    - ii. each dwelling to be constructed to meet requirement M4(2) accessible and adaptable dwellings, unless it is built in line with M4(3) wheelchair adaptable dwellings, of the Building Regulations 2015, or subsequent government standard.
  - b. On developments of 60 or more (net) dwellings the Council will require all of the above, and:
    - i. a minimum of 5% of new affordable dwellings should be built to meet requirement M4(3) wheelchair accessible dwellings of the Building Regulations 2015, or subsequent government standard.
  - c. On development sites of 500 or more dwellings the Council will require all of the above, and:
    - i. a minimum of 5% self-build homes which can include custom housebuilding; and
    - ii. provision for Specialist Accommodation taking account of local housing need in accordance with the criteria set out in Policy HP04 Specialist Accommodation.
- B. Where a development site has been divided into parts, or is being delivered in phases, the area to be used for determining whether this policy applies will be the whole original site.
- C. The inclusion of self-build and custom build homes and Specialist Residential Accommodation on smaller sites will also be encouraged.

- 6.3 The NPPF requires local planning authorities to plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the

community, including, but not limited to, those who require affordable housing, families with children, older people, people with disabilities, travellers, people who rent their homes and people wishing to commission or build their own homes. Across the borough, there is a need to rebalance the housing market to provide a range of housing that will meet the changing needs of communities.

- 6.4 The Council's Strategic Housing Market Assessment (SHMA) Part 2 (2016) provides a detailed assessment of the housing required to meet existing and future needs across the borough. Proposals should respond to other up-to-date and relevant local evidence where available, such as the Council's Housing Strategy.
- 6.5 The Council's latest SHMA indicates that the greatest need for Market housing is two-bedroom units, closely followed by a need for family housing consisting of three or more bedrooms. Figure 6.1 below will be used to inform negotiations between the Council and developers to determine the appropriate mix of housing. The final mix of housing/types will be subject to negotiation with the applicant.

Size of new Market housing required up to 2033	
Dwelling Size	Indicative Mix
One bedroom	3.8%
Two bedrooms	35.8%
Three bedrooms	30.2%
Four or more bedrooms	30.2%
Total	100%

**Figure 6.1: Indicative Size Guide for Market Housing**

- 6.6 Census data<sup>1</sup> indicates an above average proportion of the borough's households contain older persons, at 24.1% compared to 22.3% regionally and 20.5% nationally. The proportion of the borough's population living beyond 65 years of age is set to rise during the Plan period, from 14,564 residents in 2013 to 21,093 residents in 2033, a rise of 44.8%, meaning a significant proportion of projected households are likely to have a household representative aged 65 or over.
- 6.7 The government position is that older persons should remain at home rather than enter residential facilities (use class C2) where appropriate. This combination of factors shows the

<sup>1</sup> As referenced within the Strategic Housing Market Assessment (SHMA) Part 2 (2016)

need for homes that are adapted and further adaptable for a less mobile population. It is expected that all dwellings on major residential schemes achieve requirement M4(2) accessible and adaptable dwellings, or M4(3) wheelchair adaptable dwellings of the Building Regulations 2015.

- 6.8 Government research<sup>2</sup> shows that, based on English Partnerships figures from 2011-2012, nearly 30% of households have at least one person with a long-term illness and over 3% have one or more wheelchair user.
- 6.9 While nationally 3.3% of households have a wheelchair user, for households living in affordable housing this rises to 7.1%. The rates are also higher for older households; and given that the number of older person households in the borough is set to increase over the period to 2033, the Council seeks to ensure 5% of affordable housing development on proposals of 60 or more dwellings achieves requirement M4(3) wheelchair accessible dwellings.
- 6.10 The development of self-build properties by individuals or community groups (including Community Land Trusts) can also contribute to meeting the need for additional housing within the district and provide a more diverse housing stock. Self-build plots are plots of land which are made available for individuals to design and build their own home whereas custom build plots are provided by site developers to the specification of individuals which may or may not follow a basic design pattern.
- 6.11 To assist in the delivery of a choice of accommodation, the provision of self and custom housebuilding plots is required to be made available on strategic residential schemes of 500 dwellings or more. A figure of 5% of the total dwelling numbers shall be made available for sale as self or custom housebuilding plots whilst there is an identified need on the Council's Self-build and Custom Housebuilding Register. The Council will have regard to the information in its Self & Custom Housebuilding Register when negotiating the mix of plots to come forward as self or custom build and will secure this through S106 or other legal agreements. Self-build/custom build homes will not be considered as an alternative to, or replacement for, the affordable housing requirements set out in Policy HP05 Affordable Housing
- 6.12 Where a site has five or more self or custom build dwellings the Council may require these dwellings to be developed in accordance with an agreed design code. Where plots have been available at market value and marketed appropriately for at least three years and have not sold, the plot(s) may remain on the open market as self or custom build or be offered to the Council or a Housing Association before being built out by the developer.
- 6.13 The Council will also seek the provision of Specialist Accommodation on strategic residential schemes of 500 dwellings or more, to ensure there will be sufficient housing to accommodate identified local need as set out in Policy HP04 Specialist Accommodation. The Council will have regard to the information in its AMR 'Specialist Accommodation Report' when negotiating the mix and type of units to come forward as Specialist Accommodation and will seek to secure this through S106 or other legal agreements.

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<sup>2</sup> Guide to available disability data DCLG

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/416475/150323\\_Guide\\_to\\_disability\\_data\\_\\_\\_final\\_web\\_version.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/416475/150323_Guide_to_disability_data___final_web_version.pdf)

- 6.14 Where an applicant considers that it is not feasible or viable to meet the requirements as set out in Policy HP01, the Council will expect this to be demonstrated with robust evidence and may negotiate a proportionate housing mix which is achievable, account will be taken of the nature, constraints, character and context of the site.
- 6.15 Conditions may be used to ensure particular housing types provided, remain available in perpetuity and by tenure.
- 6.16 The Essex Design Guide 2018 seeks to provide residential development which is flexible and adaptable throughout its lifetime. The Design Guide includes guidance on cross cutting themes, one of which is specifically in relation to the ageing population.

## Protecting the Existing Housing Stock

### **POLICY HP02: PROTECTING THE EXISTING HOUSING STOCK**

- A. To ensure that housing supply is protected, the net loss of existing dwellings will be resisted. The Council will only support development proposals that would result in the net loss in the number of dwellings where one or more of the following criteria are met:
  - a. the continued use of the building as a dwelling is undesirable due to proven environmental constraints; and
  - b. the loss of the dwellings would be outweighed by the provision of an essential community service or another form of residential accommodation.
- B. In justifying any change of use between residential use classes, proposals must demonstrate how they are responding to established housing need as demonstrated in Council's most up-to-date Strategic Housing Market Assessment.

- 6.17 As demonstrated in this Plan, there are substantial needs for additional housing in the borough. The Council's work to determine land supply has demonstrated that to meet this need the release of some of the Green Belt is necessary and justified. Taking these factors together, the Council considers that it is important to resist the net loss of existing dwellings.

## Residential Density

### POLICY HP03: RESIDENTIAL DENSITY

- A. Proposals for new residential development should take a design led approach to density which ensures schemes are sympathetic to local character and make efficient use of land.
- B. Residential development proposals will generally be expected to achieve a net density of at least 35 dwellings per hectare net or higher, unless the special character of the surrounding area suggests that such densities would be inappropriate, or where other site constraints make such densities unachievable.
- C. Development proposals will be expected to achieve a higher density, generally above 65 dwellings per hectare net in the Town Centre, District Shopping Centres, and Local Centres listed below Policy PC08 Retail Hierarchy of Designated Centres, or other locations with good public transport accessibility, subject to Policy HP14 Responding to Context and Policy HP16 Buildings Design.

- 6.18 Efficient land use is essential in a borough like Brentwood where land is scarce and enables new homes to be provided without encroaching on the countryside. Good design makes it appropriate to develop in a way that is sympathetic to local character, uses land efficiently and creates or maintains a high-quality living and working environment. The right density will depend on the scheme, dwelling mix, site characteristics and location.
- 6.19 Proposals for housing developments should promote an effective use of land in line with the NPPF. Policy HP03 Residential Density sets out the Council's expectations on the net density of sites in the borough, supporting development proposals that make efficient use of land and discouraging low density development to ensure optimal use of each site.
- 6.20 The Council considers it reasonable to expect proposals to achieve densities of at least 35 dwellings per hectare except where this would harm the special character of an area, have an adverse transport impact or cause harm to residential amenities. Densities of 65 dwellings to the hectare or more will generally be expected in locations well served by retail, commercial and community facilities and services, and/or locations with good public transport accessibility.
- 6.21 Hutton Mount is a residential area with a character and nature which are important to the economic and social well-being of the borough. The low density-residential development is set within well-landscaped gardens served by attractive tree-lined private roads. Generally the dwellings, which are of individual styles, are set well apart, and it is the generous

distance between buildings which is a significant factor in contributing to the character of the area. This mature, well-landscaped and spacious residential area has a distinctive character, which is worthy of retention. Any new or in-fill development will respect the existing character and density of the area and have a minimum plot size of 0.1 ha, building line frontage of not less than 18.3m, and no part of any building shall be closer than 1.2 m to the plot boundary.

- 6.22 To determine how much land is required to meet housing requirements, consideration has been given to the number of homes a given area can sustainably accommodate based on site and location characteristics. Efficient land use is critical to the delivery of this Plan. Without it, there will be more pressure to release Green Belt to accommodate new development or, alternatively, the number of new homes delivered will fall short of that planned and what would otherwise have been provided.

## Specialist Accommodation

### **POLICY HP04: SPECIALIST ACCOMMODATION**

- A. The Council will encourage and support proposals which contribute to the delivery of Specialist Accommodation, provided that the development:
  - a. meets demonstratable established local community need;
  - b. is readily accessible to public transport, shops, local services, community facilities and social networks and, where appropriate, employment and day centres;
  - c. would not result in the over concentration of any one type of accommodation;
  - d. where appropriate, provides suitable landscaping and amenity space; and
  - e. where appropriate, is in accordance with Policy NE10 New Development, Extension and Replacement of Buildings in the Green Belt.
- B. Subject to viability, where accommodation falls within use class C3 an appropriate proportion of affordable housing in accordance with Policy HP05 Affordable Housing will be required with the mix of tenures negotiated by the Council.
- C. A condition may be imposed restricting occupation to persons requiring specialist accommodation where deemed necessary.



- 6.23 The NPPF requires local planning authorities to plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community.
- 6.24 There are certain groups of people within the community that need specialist residential accommodation that caters for their specific needs. This form of accommodation includes, but is not limited to, housing for older people such as Independent Living schemes for the frail elderly, homes for those with disabilities and support needs, residential institutions and culturally appropriate accommodation for those Gypsies and Travellers or Travelling Showpeople who no longer exercise a nomadic lifestyle and where the Planning Policy for Traveller Sites does not apply. Policy HP04 Specialist Accommodation is intended to support the delivery of this national policy requirement.
- 6.25 The Council's SHMA Part 2 provides a detailed assessment of the housing required to meet existing and future needs across the borough. The SHMA indicates that if occupation patterns of Specialist Residential Accommodation for older people remain at current levels, there will be a requirement for 494 additional specialist units to 2033. Essex County Council's Independent Living Programme is encouraging the provision of Specialist Residential Accommodation in Essex as a means to provide housing for people over the age of 55 whose current home no longer meets their needs. Brentwood has an ageing population which has clear implications for the future delivery of housing over the Local Plan period. Essex County Council (ECC) is the provider of social services in Brentwood. ECC's approach to Independent Living (Extra Care) encourages the provision of specialist accommodation in Essex as a means by which older people can continue to live healthy and active lives within existing communities. This approach to meeting the specialist accommodation needs of older people is intended to reduce the demand for residential/nursing home care across the County. Independent Living schemes are part of a wider accommodation pathway to enable older people to remain as independent as possible with the right housing and support to meet their needs. The Council will work with Essex County Council to secure provision of suitable sites.
- 6.26 The SHMA Part 2 will be used alongside other relevant local evidence, such as the Brentwood Gypsy and Traveller Accommodation Assessment and Housing Strategy, to inform a 'Specialist Accommodation Report', produced and updated regularly as part of the Councils ongoing Authority Monitoring commitments.
- 6.27 The Council will refer to the latest 'Specialist Accommodation Report' during negotiations with developers in establishing local need and securing the provision, and where relevant location, of the most appropriate Specialist Accommodation. The final type, tenure and quantum of specialist accommodation provision will be determined through negotiations on individual planning applications and will be secured through S106 or other legal agreements.
- 6.28 In the monitoring of this policy there will be a need to ensure the Council is satisfied with the provision of specialist accommodation being delivered, if a shortfall in provision is identified the policy will be reviewed as necessary.

## Affordable Housing

- 6.29 Affordable housing is defined as housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); the definition includes, but is not limited to, social rented/affordable rented and intermediate housing as well as starter homes. To be 'affordable', the cost of housing must be low enough for eligible households to afford based on local incomes and house prices.
- 6.30 A growing number of households in the borough cannot afford to buy or rent on the open market. House prices in Brentwood are among the highest in Essex. A shortage of affordable housing leads to overcrowding, poor health, inability to achieve a decent standard of living and personal aspirations such as living independently, having children, being part of family or social network of choice – all factors that contribute to the sustainability of neighbourhoods.
- 6.31 The provision of affordable housing to meet identified need is an important objective of the Local Plan. To assess this need, the Council, commissioned consultants to produce a Strategic Housing Market Assessment (SHMA) Part 2, which was published in June 2016, and uses the national planning practice guidance to calculate the level of affordable housing need. This assessment identified that the annual level of need for affordable housing in the borough is 107 households per year.

### **POLICY HP05: AFFORDABLE HOUSING**

- A. The Council will require the provision of 35% of the total number of residential units to be provided and maintained as affordable housing within all new residential development sites on proposals of 11 or more (net) units or sites of 10 or less units which have a combined gross internal floorspace in excess of 1,000 square meters.
- B. In considering the suitability of affordable housing, the Council will require that:
  - a. the tenure split be made up of 86% Affordable/Social Rent and 14% as other forms of affordable housing (this includes starter homes, intermediate homes and shared ownership and all other forms of affordable housing as described by national guidance or legislation) or regard to the most up to date SHMA;
  - b. the affordable housing be designed in such a way as to be seamlessly integrated to that of market housing elements of a scheme (in terms of appearance, build quality and materials) and distributed throughout the development so as to avoid the over concentration in one area; and

c. the type, mix, size and cost of affordable homes will meet the identified housing need as reported by the Council's most up-to-date Strategic Housing Market Assessment and Housing Strategy.

C. In seeking affordable housing provision, the Council will have regard to scheme viability; only where robust viability evidence demonstrates that the full amount of affordable housing cannot be delivered, the Council will negotiate a level of on-site affordable housing that can be delivered taking into account the mix of unit size, type and tenure and any grant subsidy received.

D. The Council will only accept a financial contribution in lieu of on-site provision where it can be satisfactorily demonstrated that on-site provision is neither feasible nor viable.

E. Where a site has been sub-divided or is not being developed to its full potential so as to fall under the affordable housing threshold, the Council will seek a level of affordable housing to reflect the provision that would have been achieved on the site as a whole had it come forward as a single scheme for the allocated or identified site.

F. Planning obligations will be used to ensure that the affordable housing will remain at an affordable price for future eligible households, or for the subsidy to be recycled to alternative affordable housing provision.

G. The requirement to provide affordable housing will apply to all residential development falling under use class C3 with the exception of Gypsy & Traveller Pitches or Travelling Showman Plots.

6.32 Chapter 5 of the NPPF sets out that in delivering a sufficient supply of homes, local planning authorities should (amongst other things, where they have identified that affordable housing is needed) set policies for meeting this need, specifying the type of affordable housing required, and expect it to be met on-site unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities.

6.33 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.

6.34 The local plan viability assessment demonstrates that the thresholds of affordable housing contributions identified in the Local Plan are achievable and the cumulative impact of policies in the local Plan will not put development at risk.

6.35 The Council's SHMA indicates that within the affordable housing sector there is a need for 86% affordable/social rent. Figure 6.2 below will be used to inform negotiations between the Council and developers to determine the appropriate tenure and mix of affordable housing.

- 6.36 Whilst the Council's starting point in any affordable housing negotiations is that a scheme is viable at the percentages and tenure splits set out within Policy HP05, the policy recognises that there may be sites on which the provision of affordable housing to the percentages or tenure splits set out, would render a development unviable or would prejudice the realisation of other planning objectives that need to be given priority.

Size & Tenure of all affordable housing required up to 2033						
Tenure	% Split	Indicative Size				
		One bedroom	Two bedrooms	Three bedrooms	Four/+ bedrooms	Total Size
Affordable rent / Social rent	86%	31%	24%	19%	26%	100%
Other forms of affordable housing	14%	28%	36%	24%	12%	100%
<b>Total Tenure</b>	<b>100%</b>					

Figure 6.2: Indicative Size Guide for Affordable Housing

- 6.37 In these circumstances, the applicant will be required to provide a level of on-site affordable provision which can be viably delivered. In doing so, the percentage of on-site provision not met may be made up from financial contributions in lieu of the on-site requirement subject to viability. The Council will normally take into account exceptional site costs and the existing use value of the site but would not consider the price paid for the site to be a relevant factor as this should have taken account of policy requirements. The Council will take an 'open book' approach to negotiation and may require viability assessments to be scrutinised by independent consultants at cost to the developer.
- 6.38 Only where it can be demonstrated that providing any affordable housing on-site is not viable or feasible will the Council consider accepting financial contributions in lieu of on-site provision.
- 6.39 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.

## Standards for New Housing

### POLICY HP06: STANDARDS FOR NEW HOUSING

All residential development shall comply with the following:

#### Internal Residential Space

- A. All new build housing will achieve appropriate internal space through compliance with the nationally-described space standard.

#### External Residential Space

- B. New residential units will be expected to have direct access to an area of private and/or communal amenity space. The form of amenity space will be dependent on the form of housing and could be provided in a variety of ways, such as a private garden, roof garden, communal garden, courtyard balcony, or ground-level patio with defensible space from public access. In providing appropriate amenity space, development should:
  - a. consider the location and context of the development, including the character of the surrounding area;
  - b. take into account the orientation of the amenity space in relation to the sun at different times of year;
  - c. address issues of overlooking and enclosure, which may otherwise impact detrimentally on the proposed dwelling and any neighbouring dwellings; and
  - d. design the amenity space to be of a shape, size and location to allow effective and practical use of and level access to the space by residents.

#### Housing Quality

- C. Consideration should be given to how smart infrastructure can be integrated into the communal areas, including waste disposal points, shared batteries for renewable energy sources etc.
- D. All new-build residential development to incorporate sustainable design features to reduce carbon dioxide and nitrogen dioxide emissions, and the use of natural resources, in line with Policy BE02 Sustainable Construction and Resource Efficiency, Policy BE03 Carbon Reduction, Renewable Energy and Water Efficiency, and Policy BE08 Sustainable Drainage.

- E. These standards are applicable for both private and affordable housing in Brentwood.
- F. Compliance with the criteria should be shown on all submitted layouts and floorplans and be clearly demonstrated in the Design and Access Statement submitted with the planning application.

### Internal Space Standards

- 6.40 The government's Housing Standards Review 2015 published internal space standards which local authorities could apply to new build residential development using planning policy. The council requires the use of these standards for new build development as set out in Policy HP06 and supports these standards for all new residential development.
- 6.41 The provision of sufficient space within new homes is an important element in improving the quality of life and well-being of Brentwood residents and new dwellings should provide sufficient space for basic daily activities and needs. The need for minimum internal space standards in the Borough is reported in the Council's AMR.
- 6.42 In order to ensure that homes meet the needs of local residents, regardless of their income level, it is important that internal space standards are improved alongside the overall housing mix. New homes created through residential conversions and homes created by changes of use from non-residential land uses should seek to meet or exceed the standards as far as it is practicable to do so.
- 6.43 To meet the needs of occupiers, all new residential development should be built in accordance with the nationally described space standard. The standard requires that:
  - a. A dwelling provides at least the Gross Internal Area (GIA) and built-in storage area set out in Figure 6.3
  - b. A dwelling with two or more bedspaces has at least one double (or twin) bedroom
  - c. In order to provide one bedspace, a single bedroom has a floor area of at least 7.5 sqm and is at least 2.15 m wide
  - d. In order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5 sqm
  - e. One double (or twin bedroom) is at least 2.75 m wide and every other double (or twin) bedroom is at least 2.55 m wide
  - f. Any area with a headroom of less than 1.5m is not counted within the GIA unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1 sqm within the GIA)

- g. Any other area that is used solely for storage and has a headroom of 900-1500 mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900 mm is not counted at all
- h. A built-in wardrobe counts towards the GIA and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72 sqm in a double bedroom and 0.36 sqm in a single bedroom counts towards the built-in storage requirement
- i. The minimum floor to ceiling height is 2.3 m for at least 75% of the GIA.

Minimum gross internal floor areas of storage (square metres)					
Number of bedrooms	Number of bedspaces	1-storey dwellings	2-storey dwellings	3-storey dwellings	Built-in storage
Studio	1 person	39(37)	N/A	N/A	1.0
1 Bedroom	2 person	50	58		1.5
2 Bedroom	3 person	61	70		2.0
	4 person	70	79		
3 Bedroom	4 person	74	84	90	2.5
	5 person	86	93	99	
	6 person	95	102	108	
4 Bedroom	5 person	90	97	103	3.0
	6 person	99	106	112	
	7 person	108	115	121	
	8 person	117	124	130	
5 Bedroom	6 person	103	110	116	3.5
	7 person	112	119	125	



	8 person	121	128	134	
6 Bedroom	7 person	116	123	129	4.0
	8 person	125	132	138	

**Figure 6.3: Nationally Described Space Standard**

### External Residential Space

- 6.44 External amenity space can make an important contribution in improving the quality of life and well-being of Brentwood residents as well as supporting and enhancing local biodiversity. Gardens, in particular, are an important environmental resource and are a component of Brentwood's greenery character. They form part of an area's development pattern, providing a setting for buildings, which in turn informs the prevailing privacy and amenity enjoyed by residents. They provide a semi-natural habitat for local wildlife and corridors for the movement of wildlife through the urban environment. Collectively, they help to mitigate fluvial and surface water flooding in the more built-up parts of the borough.
- 6.45 The NPPF sets out the need to secure high-quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- 6.46 External amenity space should be sufficient to accommodate:
- a table and chairs suitable for the size of dwelling;
  - where relevant, provision of a garden shed for general storage (including bicycles if garage provision or cycle storage to the frontage of the dwelling is not possible);
  - space for refuse and recycling bins;
  - an area to dry washing;
  - circulation space; and
  - an area for children to play in.
- 6.47 External residential space would not include car parking or turning areas. Suitable arrangements for access to refuse and recycling bins should be made to prevent bins/bags being transported through dwellings.
- 6.48 One-bedroom dwellings would not be expected to provide space for children to play, due to the lower likelihood of children occupying these units. Dwellings with more than one bedroom would need to take space for children to play into account.
- 6.49 Where it is appropriate and viable to do so, developments with flats will need to provide high-quality shared amenity areas on site to meet the needs of residents, including play space for children, in addition to private amenity space and cycle storage.

- 6.50 Applicants are also encouraged to consider external residential space size specifications as set out by the Essex Design Guide, prepared by Essex County Council:
- New development on sites larger than 0.1 hectares or at densities above 50 dwellings per hectare should provide at least 25 sqm of private external space for each home;
  - Exceptionally, 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. In this instance, apartments should also have balconies with a floor area of at least 5 sqm;
  - At least 60% of the private communal space should receive direct sunlight for a minimum of four hours a day in June;
  - A gross floor area of 5 sqm per balcony should be provided for houses or apartments with more than one bedroom if private external space size specifications cannot be met.
- 6.51 This policy should be read in conjunction with Policy HP16 Building Design, Policy HP18 Designing Landscape and the Public Realm, and Policy BE19 Access to Nature. Applicants should also refer to best practice and guidance on achieving quality design for all new residential development, as set out in the Essex Design Guide.

## Gypsies, Travellers and Travelling Showpeople

- 6.52 The Council has a duty to identify land to meet the local needs of Gypsies, Travellers and Travelling Showpeople; national planning policy seeks to ensure fair and equal treatment for travellers.
- 6.53 In doing so, government guidance sets out the approach Local Authorities should take when making provision for Gypsy and Travellers. It requires Local Authorities to make their own assessment of need, develop fair and effective strategies to meet need through the identification of land for sites, to plan for sites over a reasonable timescale, to increase the number of traveller sites in appropriate locations in order to address under provision and maintain an appropriate level of supply.
- 6.54 In August 2015, a new definition of Gypsy and Traveller was introduced into the Planning Policy for Traveller Sites (PPTS):
- 'Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people traveling together as such.'* (PPTS) (DCLG, 2015)
- 6.55 Responding to the new guidance and the need to update evidence on the level of need, the Council alongside other Essex Local Authorities undertook a Gypsy and Traveller Accommodation Assessment (GTAA) in 2016.
- 6.56 This identified those Gypsies, Travellers and Travelling Showpeople which should be planned for in accordance with the PPTS, as they retain a nomadic lifestyle, and those which should otherwise have their specific cultural needs of living accommodation met in

accordance with the Equalities Act 2010, the Children's and Families Act 2014 and the Human Rights Act 1998, but no longer exercise a nomadic lifestyle and where the PPTS does not apply.

- 6.57 In respect of those Gypsies and Travellers or Travelling Showpeople, who do not meet the PPTS definition, who may be able to demonstrate a need for culturally appropriate accommodation under Equalities legislation, the Council will continue to assess and plan to meet their needs through Policy HP04 Specialist Accommodation, as part of its wider responsibilities to plan to meet the accommodation needs of its settled community.
- 6.58 The Brentwood GTAA covers the period 2016 to 2033 and identifies a requirement of 11 additional Gypsy and Traveller pitches to be developed by 2033 for those who meet the PPTS definition of 'travelling'.
- 6.59 Despite achieving a good response rate for the completion of interviews, it is acknowledged in the GTAA that it was not possible to determine the travelling status of all Gypsy and Traveller households in the borough, and a proportion of these may meet the definition provided in the PPTS. The Council's GTAA consultants Opinion Research Services therefore advise in the GTAA that an allowance of 10% is a realistic assumption of those that are recorded as 'unknown' who may in fact comply with the revised definition; this increases total need to 12 pitches.
- 6.60 Since completion of the GTAA a Gypsy and Traveller pitch at Cottage Garden, Pilgrims Hatch, has been granted planning consent for the change of use to a detached dwelling (14/01069/FUL), to replace this lost traveller site a requirement for an additional pitch is added to the total requirements of Gypsy and Traveller pitches identified in the GTAA, further increasing the total need to 13 pitches.
- 6.61 No current need has been identified in the borough for accommodation for travelling showpeople, however, any need that arises over the life of the Plan will be addressed using the criteria based Policy HP11 Proposals For Gypsies, Travellers and Travelling Showpeople on Windfall sites.
- 6.62 The Gypsy and Traveller Accommodation Assessment finds no evidence of need for a transit site specifically within Brentwood Borough. Further work is currently being undertaken by Essex County Council to consider the need for transit provision across Essex as a whole. Should such a need be identified within Brentwood in the future this will be considered through the review of the Local Plan.

## Provision for Gypsies and Travellers

### POLICY HP07: PROVISION FOR GYPSIES AND TRAVELLERS

In order to meet identified need, a total of 13 permanent pitches for Gypsies and Travellers as defined by national planning policy for the period 2016-2033 will be provided:

- a. through consideration of the regularisation of 8 pitches in accordance with Policy HP08 Regularising Suitable Existing Traveller Sites; and
- b. through the incorporation of a minimum of 5 serviced Gypsy and Traveller pitches as part of the Dunton Hills Garden Village allocation, to be delivered in the first five years of development and in accordance with the criteria set out in Policy HP11 Proposals for Gypsies, Travellers and Travelling Showpeople on Windfall Sites.

- 6.63 The PPTS requires local planning authorities to identify and update annually, a supply of specific deliverable sites sufficient to provide five years' worth of sites against their own locally set targets. The Council's GTAA identifies the need for Traveller pitches in the borough over the period of the Local Plan.
- 6.64 In identifying the provision of sites to meet Gypsy and Traveller needs, a sequential approach to site identification has been adopted, based upon best practice, as set out in Figure 6.4.

Sequential Approach	Commentary
Step 1 - use of vacant pitches	No vacant pitches available to meet needs
Step 2 - potential additional provision from existing expired temporary sites	GTAA does not count tolerated pitches as components of need therefore the identification of pitches on all expired temporary sites within the borough cannot be counted towards meeting need
Step 3 - un-authorised sites that may potentially be suitable for regularisation	8 pitches identified on two suitable sites through HELAA and site assessment process

Step 4 - potential intensification of existing sites	The HELAA and site assessment process identify potential however delivery of such sites cannot be guaranteed
Step 5 - potential extension of existing Traveller sites or sites which could be regularised	Discounted as extension on all existing sites would result in development in Green Belt
Step 7 - new Traveller sites in non-Green Belt areas	No suitable sites identified through HELAA and site assessment process
Step 8 – new Traveller sites in Green Belt areas with a focus on strategic larger allocations	5 pitches identified through HELAA and site assessment process as part of Dunton Hills Garden Village Strategic Allocation

**Figure 6.4: Provision of Gypsy and Traveller Sites – A Sequential Approach**

- 6.65 The sequential approach sets out a clear strategy to minimise the use of greenfield Green Belt land for development, existing sites are promoted before new sites are identified. The approach also shows that there is insufficient suitable land located outside the Green Belt to meet the identified need of Gypsy and Traveller pitches.
- 6.66 For the Traveller sites identified as being suitable for regularisation, alterations to the Green Belt boundary are not proposed so sites will remain washed over by the Green Belt. Very special circumstances will have to be demonstrated at the development management stage. Policy HP08 Regularising Suitable Existing Traveller Sites seeks to provide a case upon which very special circumstances may be demonstrated.

## **POLICY HP08: REGULARISING SUITABLE EXISTING TRAVELLER SITES**

The Council will support an application for planning permission on the following sites for permanent Gypsy and Traveller accommodation, as shown on the Brentwood Policies Map and Appendix 5, and listed below, subject to compliance with identified requirements:

**A. Site Ref GT16**

- a. Site Address: **Oaktree Farm (Greenacres), Chelmsford Road**
- b. Number of Pitches: 7
- c. Proposals for development at this site should comply with the following site-specific requirements:

- i. A landscape framework to be submitted to provide suitable boundary treatment to include a mixture of native trees and shrubs around the site to safeguard the character and appearance of the area.
- ii. Given the location of the site within the Green Belt any proposals for expansion will not be allowed.

**B. Site Ref GT17**

- a. Site Address: **Hunters Green, Albyns Lane, Navestock**
- b. Number of Pitches: 1
- c. Proposals for development at this site should comply with the following site-specific requirement:
  - i. Given the location of the site within the Green Belt any proposals for expansion will not be allowed.

- 6.67 The Council has carried out an assessment of potential Gypsy, Traveller and Travelling Showperson sites for allocation through its Housing and Economic Land Availability Assessment (HELAA) and found some to be suitable in HELAA terms. However, it is recognised all are in the Green Belt.
- 6.68 With 89% of the borough within the Green Belt, serving to limit development opportunities, combined with a lack of alternative provision, it has been necessary to determine whether the need for Traveller sites justifies making an exception to the default national policy position, namely traveller sites being inappropriate development in the Green Belt.
- 6.69 Given that the above sites are in existing use by Travellers and will make a positive contribution to meeting the borough's identified need (as specified in Policy HP08) subject to the granting of planning permission; coupled with a lack of alternative provision in areas outside the Green Belt. In this context, and considering what may contribute to very special circumstances, the Council has taken a proactive approach, through the plan making process, to identify suitable existing traveller sites in the Green Belt suitable for regularisation.
- 6.70 This approach, whilst not a perfect solution, responds directly to a demonstrable need and does not create a precedent for the consideration of other sites in the future.
- 6.71 The approach not only secures the planning status of the sites for the current occupants, contributing to the specified need, but also provides certainty in relation to the delivery of sites to meet the needs in Policy HP07 Provision for Gypsies and Travellers.
- 6.72 The sites identified through Policy HP08 will still be subject to the usual planning legislation and applications will need to be submitted to formally authorise their permanent Traveller

use. Applicants will be expected to comply in full with the requirements of the policy; it will also be necessary to restrict the occupancy to ensure that the site as a whole is retained for traveller occupation.

## Safeguarding Permitted Sites

### POLICY HP09: SAFEGUARDING PERMITTED SITES

- A. The existing Gypsy and Traveller sites listed below, and as shown on the Brentwood Policies Map, will be safeguarded from alternative development, unless it can be demonstrated that the site is no longer required to meet any identified Traveller need across the borough, or acceptable replacement accommodation can be provided.
- B. Any other site that is subsequently granted a permanent planning permission for Gypsy and Traveller use shall be safeguarded in accordance with this policy.

Gypsy and Traveller Sites		
Site Ref	Location	No of Pitches
GT1	Clementines Farm, Murthering Lane, Navestock	1
GT2	Deep Dell Park (Willow Farm), Ingatestone	6
GT3	Lilliputs, Blackmore	2
GT4	Meadow View, Blackmore	2/3
GT5	Pond End, Kelvedon Hatch	1/2
GT6	Ponderosa, Kelvedon Hatch	1
GT7	Poplar Farm, Ingatestone	2/3
GT8	Roman Triangle, Mountnessing	5
GT9	Rye Etch, Navestock	3
GT10	The Willows', Kelvedon Hatch	3



GT11	Tree Tops, Navestock	3
GT12	Warren Lane, Doddinghurst	1
GT13	Wenlock Meadow	1
GT14	Hope Farm, Navestock	3
GT15	Orchard View, Navestock	4

- C. Of the sites listed above, applications for the removal of temporary personal planning permissions for Gypsy and Traveller sites to permanent planning permissions for Gypsy and Traveller sites will be supported by the local planning authority provided the occupant meet the definition of a Gypsy, Traveller or Travelling Showperson as defined in national planning policy.

- 6.73 Across the borough, there are many existing sites which have planning permission for traveller use. Most of these were granted permission several years ago with conditions limiting occupation to those falling within the traveller definition applicable at the time and often specific to named occupants.
- 6.74 Policy HP09 ensures that existing sites which have planning permission or lawful use for gypsy or traveller use, will be safeguarded to guarantee that the permitted use as a traveller site is not lost through the grant of any subsequent planning permission, or relaxation of planning conditions, to allow for other types of development.

## Sub-division of Pitches or Plots

### **POLICY HP10: SUB-DIVISION OF PITCHES OR PLOTS**

- A. The local planning authority will consider proposals for the sub-division of authorised Gypsy, Traveller and Travelling Showpeople sites on a case by case basis, and provided that all the following criteria are met:
- the living environment of residents on the proposed site and neighbouring land is protected;

- b. sites are of a suitable size to enable the creation of additional pitches or plots;
  - c. the sub-division of Gypsy and Traveller sites do not result in a total of more than 10 pitches on a site;
  - d. there is no significant loss of soft and hard landscaping and amenity provision within the existing site, particularly where conditioned by a previous consent;
  - e. there is no significant adverse impact on the intrinsic character and beauty of the countryside; and
  - f. there is no adverse impact in terms of highways access and vehicle movement.
- B. It will be necessary for the application to demonstrate the need for the additional provision in relation to the requirement of Policy HP07, the lack of alternative provision and specific circumstances of the applicant.

- 6.75 It is recognised that during the Plan period, there may be a demonstrable need for additional pitches on those sites safeguarded or allocated through the Local Plan, to meet the changing needs of the households on the sites.
- 6.76 With 89% of the borough within the Green Belt, serving to limit development opportunities, the sub-division of existing sites to provide more pitches could be a suitable way to increase provision within existing lawful sites without the need to consider the allocation of additional sites upon plan review.
- 6.77 As all safeguarded sites (with the exception the Dunton Hills Garden Village allocation) remain washed over by Green Belt, very special circumstances will have to be demonstrated at the development management stage. Therefore, in the application of this policy, a key issue will be establishing a demonstrable need for an additional pitch coupled with a lack of suitable alternative accommodation; as such the Council will require the applicant to clearly demonstrate the need for an additional pitch, and that the lack of alternative accommodation requires an additional pitch. Only if such need can be demonstrated will the Council look to support such an application in accordance with the criteria set out in Policy HP10.

## Proposals for Gypsies, Travellers and Travelling Showpeople on Windfall Sites

### **POLICY HP11: PROPOSALS FOR GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE ON WINDFALL SITES**

- A. Planning permission for Gypsy and Traveller caravan sites and sites for Travelling Showpeople (as defined in the governments Planning Policy for Travellers) on unallocated land outside development frameworks, and outside the Green Belt, will only be granted in accordance with all the following criteria:
  - a. the site is well related to existing communities and accessible to local services and facilities, such as shops, primary and secondary schools, healthcare and public transport;
  - b. safe and convenient vehicular access to the local highway network can be provided;
  - c. essential services (water, electricity and foul drainage) are available on site or can be made available on site;
  - d. there is no significant adverse impact on the intrinsic character and beauty of the countryside;
  - e. the site would not lead to the loss of, or adverse impact on, important historic and natural environment assets;
  - f. there is no significant risk of land contamination or unacceptable risk of flooding;
  - g. the site provides a suitable living environment for the proposed residents and there is no significant adverse impact on the amenity of nearby residents;
  - h. the site is of sufficient size to accommodate the proposed number of caravans, vehicles and ancillary areas;
  - i. the capacity of the site does not exceed 10 pitches or plots; and
  - j. plots for Travelling Showpeople should also be of sufficient size to enable the storage, repair and maintenance of equipment.
- B. Gypsy and Traveller sites are inappropriate development in the Green Belt. Any proposals in the Green Belt would have to demonstrate they comply with National and Local Policy regarding development in the Green Belt. If, through

the application of such Policy, provision of a Gypsy and Traveller site in the Green Belt is considered acceptable in principle, the proposed development is required to comply with the criteria set out within this policy.

- 6.78 This policy applies to non-allocated or safeguarded sites which may come forward during the Plan period in built-up areas and the countryside.
- 6.79 The policy excludes land in the Green Belt. National planning policy establishes a general presumption against inappropriate development in the Green Belt. The definition of inappropriate development includes Gypsy and Traveller sites and Travelling Showpeople sites. Subject to the best interests of the child, personal circumstances and unmet need are unlikely to clearly outweigh harm to the Green Belt and any other harm so as to establish very special circumstances.
- 6.80 When permission is granted, appropriate conditions or planning obligations will be imposed to ensure occupation of the site is restricted to those persons falling within the appropriate definition of Gypsies and Travellers and may also include conditions relating to landscaping and boundary treatments.

## Design and Place-making

### Good Design

- 6.81 Good design is a key aspect of sustainable development and is intrinsic to good planning. The built environment, the architecture and sense of place that it comprises of, are things that no one can avoid, and upon which people from every age and background have a view. The form, layout and character of buildings and public spaces contribute greatly in building communities, creating quality of life, improving health and well-being, making effective use of land, and facilitating activities and services.
- 6.82 The term 'high quality design' is frequently used yet is frequently misunderstood as architectural styles. Although visual appearance and the architecture of individual buildings are very important factors, high quality and inclusive design go beyond aesthetic considerations and address the connections between people and places and integrated new development into the natural, built and historic environment.
- 6.83 The Council attaches great importance to high quality and inclusive design for all development - including individual buildings, public and private spaces and wider area development schemes.

- 6.84 The Essex Design Guide 2018 is a useful starting point for a development and provides guidance regarding amenity standards, layouts and case studies. The Essex Design Guide also contains five cross cutting themes (ageing population, digital & smart technologies, health & wellbeing, active design, garden communities. For area within or in the vicinity of Brentwood Town centre, applicants should refer to the Brentwood Town Centre Design Plan and Design Guide<sup>3</sup>. The Design Plan sets out how future development opportunities can collectively enhance Brentwood Town Centre, whilst Design Guide provide specific design guidance for development proposals in the area.

## **POLICY HP12: PLANNING FOR INCLUSIVE COMMUNITIES**

To plan for and build inclusive environment that supports our residents and communities, the Council will work with partners, stakeholders and developers to:

- a. provide access to good quality community spaces, services and amenities and infrastructure that accommodate, encourage and strengthen communities;
- b. create places that foster a sense of belonging and social interaction, where communities can develop and thrive;
- c. ensure that streets and public spaces are planned for everyone to move around and spend time in comfort and safety, are convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment;
- d. ensure buildings and places are designed in a way that everyone regardless of their ability, age, income, ethnicity, gender, faith, sexual orientation can use confidently, independently, with choice and dignity, avoiding separation or segregation; and
- e. ensure that new buildings and spaces are designed to reinforce inclusivity of neighbourhoods and are resilient and adaptable to changing community requirements.

<sup>3</sup> <http://www.brentwood.gov.uk/designplan>

## POLICY HP13: CREATING SUCCESSFUL PLACES

Proposals that meet high design standards to deliver safe, inclusive, attractive and accessible places will be supported. They should:

- a. provide a comprehensive design approach that deliver high quality, safe, attractive, inclusive, durable and healthy places to live and work in;
- b. support the efficient use of land and infrastructure, through uses, mix and density/development intensity;
- c. deliver buildings, places and spaces that can adapt to changing social technological, economic and environmental conditions;
- d. consider sustainable design and layout at the earliest stage of design, where landscaping, public frontages, building orientation and the impact of microclimate can be considered within the layout to positively enhance the townscape and provide attractive places that improve people's health and sense of vitality;
- e. create permeable, accessible and multifunctional streets and places that promotes active lifestyle and integrates different modes of transport, parking and servicing;
- f. access, routes and connectivity for cyclists and pedestrians through and out from development sites should be superior to that provided for motorists so that walking and cycling becomes the natural choice for journeys around the locality;
- g. ensure public and private amenity spaces of both existing and future development are inclusive, usable, safe and enjoyable; these include indoor and outdoor space, outlook, natural lighting, ventilation, matters of privacy, overlooking;
- h. create a range of opportunities for natural surveillance and observation;
- i. mitigate the impact of air, noise, vibration and light pollution from internal and external sources, especially in intrinsically dark landscapes and nature conservation, as well as residential areas;
- j. integrate a mix of building typologies that meet the diverse needs of people in the borough;
- k. meet the principles of inclusive design, active design principles, and facilitate an inclusive environment for people of all abilities and age, ethnicity, gender, economic circumstances, and faith;

- l. be designed to minimise criminal activities or perceived threat of crime and improve community safety; and
- m. respond positively to the context, for example by reusing sustainable materials, finishes and street furniture that are suitable to the location and context.

In addition, proposals should reflect the requirements of Brentwood Borough's Masterplan requirements where applicable.

- 6.85 The NPPF is clear that applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Therefore, early discussion with the Council and the local community about the design of emerging schemes is important for clarifying expectations and reconciling local and commercial interests.
- 6.86 Different elements of place making may be more or less important than others, depending on the nature and complexity of the site and its surroundings.
- 6.87 A key aspect of design that should be integral in all development proposals is its role in creating a safe and accessible environment which minimises the opportunities for terrorism, crime and disorder, anti-social behaviour and the fear of crime, without being overbearing or undermining community cohesion. This can be achieved by good natural surveillance, well-used walkways, appropriate lighting and a lack of potential hiding places. Optimising site layout and building design are also effective measures.
- 6.88 Inclusive design approach should be integrated in proposals in the outset. Enabling everyone to have safe access to places regardless of their age, ability, ethnicity, gender, faith, economic circumstance will create more inclusive communities, and improve the quality of life for people with a range of health conditions and older people. The Essex Design Guide 2018 provides guidance on residential development which is flexible and adaptable throughout its lifetime.
- 6.89 Reliable, high speed internet has become a necessity for many people and is likely to become more so in the future. Developments should provide current best practice high speed connections direct to each premises, domestic or commercial in line with Policy BE10 Connecting New Developments to Digital Infrastructure. Development should provide the technologies which are considered best practice available at the time of development. Connections to other digital technologies should likewise be incorporated at the time of construction, to give occupiers the early benefit of the new technologies and to avoid disruptive and unsightly retrofitting.
- 6.90 Mitigation solutions through design for poor air quality and noise exposure from both external and internal sources should be integral to development proposals and be

considered early in the design process. Especially in urban areas or areas that are close to key traffic routes, roundabouts and junctions.

- 6.91 An important part of making successful places is to ensure that new buildings are attractive, appropriate in their setting and fit for purpose. Their massing, scale and layout should enhance, activate and appropriately frame the public realm, complement the existing streetscape and surrounding area.
- 6.92 The Council expects issues within Policy HP13 Creating Successful Places, Policy HP14 Responding to Context, Policy HP15 Permeable and Legible Layout, Policy HP16 Building Design and Policy HP18 Designing Landscape and the Public Realm, to be positively addressed through the Design and Access Statements that accompany applications. The Design and Access Statements will show an analysis of the site context, and an explanation and justification of the principles that have informed the design rationale.
- 6.93 The Council will require design to be addressed in the pre-application process on major developments and in connection with all heritage sites. For major sites/strategic sites and complex developments, design codes will need to be prepared in conjunction with the Council and local stakeholders to ensure appropriate character and high-quality design is delivered throughout. Reference to existing Masterplans must be made, as applicable. Design codes will usually be prepared between outline and reserved matters stage on larger sites, especially those whose development will be spread over long periods and involve more than one developer to set out design principles for the development of the site. The level of prescription will vary according to the nature of the site.

#### **POLICY HP14: RESPONDING TO CONTEXT**

- A. Successful design is founded upon an understanding and respect for an area's unique built, natural and cultural context. Development will be supported where it is demonstrated that it responds positively to its context and has drawn inspiration from the key characteristics of its surroundings.
- B. The Council will require applicants to demonstrate how proposals:
  - a. identify and respond positively to existing features of natural, historic or local importance on and close to the proposed development site;
  - b. use appropriate local characteristics to inform the use, layout, massing, scale, detailing, materials, location of entrances and landscape design of new development;
  - c. enhance, reinforce or improve the quality and appearance of the surrounding area and the way it functions; and



- d. be well connected to, and integrated with, the immediate locality and wider area.

- 6.94 Brentwood's environment, its significant natural and historic features are of high value and need to be protected and enhanced by means of improving the quality of development. Proposals that show a thorough understanding of the context of the site and demonstrate how the design proposal is sympathetic to its context, reinforcing local distinctiveness and sense of place are more likely to be successful.
- 6.95 The context of a development is the setting of a site or area, a proposal that responds positively to its context is one that will either enhance it or will seek to introduce distinctiveness to areas lack of character. When undertaking context appraisals and Design and Access Statements<sup>4</sup>, applicants should consider<sup>5</sup>:
- i. the built context: providing a demonstrable appreciation of built form in the vicinity covering analyses of building style, form, height and as well as the pattern of streets and spaces, morphology, skylines and landmarks;
  - ii. the environmental context: open spaces, bio-diversity structure, landscape character, areas liable to flood;
  - iii. the functional context: examining the existing activities and functions in the vicinity of the site including the existing pattern of uses, economic development initiatives, health, education & community facilities and public art;
  - iv. the spatial context: identifying the development site's position within the urban hierarchy;
  - v. the operational context: showing how infrastructure and facilities are used and their capacity to accommodate further demands;
  - vi. the community context: seeking to determine the reasonable and realisable needs and demands for space within an area and to associate these demands with the known existence of vacant or under-used space and the potential for creating new space; and
  - vii. the historic context: seeking to encourage new development that respects and fits and is informed in with the character of traditional historic form of the Essex towns and villages the development will take place within.

<sup>4</sup> A Design and Access Statement (DAS) is a short report accompanying and supporting a planning application. They provide a framework for applicants to explain how a proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users. A DAS is required with planning applications for major development – both full and outline

<sup>5</sup> Essex County Council (2018) Design Guide. Available online: <https://www.essexdesignguide.co.uk/understanding-context/>

The Council expects all the issues within this policy to be positively addressed through the Design and Access /Planning Statements that accompany applications.

- 6.96 Where development is in the vicinity of any of Brentwood's distinctive natural, cultural or historic assets, delivering high quality design that complements the asset will be essential.
- 6.97 Having identified and responded to the opportunities and constraints of the surroundings are prerequisite to creating successful places that are attractive, enjoyable and available to everyone. Such places are important to the quality of life in Brentwood.

## **POLICY HP15: PERMEABLE AND LEGIBLE LAYOUT**

Development proposals will be favourably considered where the planning and design of layout:

- a. create a permeable and legible street system that connects well with the existing links within and outside of the development;
- b. arrange building forms, access points, routes, public and private spaces, and ancillary functions in an efficient, safe, workable, spatially coherent and attractive manner;
- c. incorporate existing site features of value; and
- d. safeguard the amenities of occupiers and nearby properties.

- 6.98 Permeable and legible layout is at the heart of good design and making successful places. Applicants are encouraged to optimize the layout, including spaces between and around buildings, to form a coherent pattern of streets and blocks. The overarching layout of a site should be informed by its context rather than technical demands of traffic.
- 6.99 The resulting street system should be well-connected and offers a choice of direct routes to all destinations, as well as allows easy, effective orientation and navigation. The streets, especially in residential schemes, should be designed around pedestrian use or cycleways, with particular attention given to ensuring accessibility and safety to the elderly or disabled.
- 6.100 Another key consideration when designing a site layout is the nature and function of the spaces between buildings. Site layout should ensure that buildings relate successfully to one another and have no adverse impact on the amenity of occupiers. Spaces that are safe and welcoming in the long-term are those that eliminate the opportunity for anti-social activity through the placing of building fronts and treatment of spaces.
- 6.101 Existing landscape features on site such as trees, ponds and built-forms of value could also be integrated in the layout to establish a sense of place and/or a sense of legibility. The

incorporation of existing landscape features is particularly important to people with dementia, as familiar landmarks can serve as visual cues to aid in wayfinding.

## **POLICY HP16: BUILDINGS DESIGN**

- A. In ensuring high quality design standard, new buildings will be supported where it can be demonstrated that they:
  - a. have a positive impact on their setting in terms of siting, scale and massing, materials and detailing, use and ground floor activity, wider townscape and landscape impacts;
  - b. are safe, convenient and accessible for all users to a level in excess of building regulations minima;
  - c. design measures to reduce the environmental footprint of the buildings, in line with Policy BE03 Carbon Reduction, Renewable Energy and Water Efficiency;
  - d. support and integrate biodiversity in the built environment;
  - e. are constructed in a sustainable manner and are easily adaptable to needs of future occupiers;
  - f. successfully integrate functional needs such as storage, refuse and recycling, bicycles and car parking, electric car charging points; and
  - g. incorporate safe emergency evacuation facilities for all building users.
- B. Alterations and extensions to existing buildings will be permitted where they consider point A and:
  - a. reflect, or positively respond to, the existing building form, material palette and architectural detailing in keeping with Policy HP14 Responding to Context;
  - b. proposals for doors, windows and roof profiles respect the character and proportions of the original building and surrounding context;
  - c. do not unacceptably overlook, overshadow or visually dominate neighbouring properties;
  - d. respect the space between buildings where this contributes to the character of an area; and

- e. retain sufficient amenity space, bin storage, vehicle access and cycle and car parking.

- 6.102 Attention should be paid to the design of the parts of a building that people most frequently see or interact with, i.e. the ground plane and its legibility, use, detailing, materials and entrances.
- 6.103 New developments should be designed and managed so that online deliveries and goods deliveries can be received without causing unacceptable disturbance to residents and traffic.
- 6.104 Bin storage for dry recyclables and waste should be considered in the early design stages to help improve recycling rates, reduce smell and vehicle movements, and improve street scene and community safety.
- 6.105 Buildings and the spaces around them, landscape, public realm and boundary treatment should be thought about holistically; these external spaces are as important as the building itself.
- 6.106 This policy should be read in conjunction with Policy BE01 Future Proofing, Policy BE02 Sustainable Construction and Resource Efficiency, Policy BE03 Carbon Reduction, Renewable Energy and Water Efficiency, BE07 Managing Heat Risk, Policy BE10 Connecting New Development to Digital Infrastructure, Policy BE17 Parking Standards, Policy HP06 Standards for New Housing, Policy HP13 Creating Successful Places, Policy HP14 Responding to Context, Policy HP15 Permeable and Legible Layout, Policy HP18 Designing Landscape and the Public Realm, Policy BE18 Green and Blue Infrastructure, and Policy BE19 Access to Nature. Applicants should also refer to best practice and guidance set out in the Essex Design Guide.

## **POLICY HP17: PAVING OVER FRONT GARDENS**

Where planning permission is required for proposals for the paving over of front gardens, the following criteria should be met:

- a. The proposal appropriately manages surface water run-off, particularly for those areas of the borough with high levels of surface water flooding in line with Policy NE06 Flood Risk; and
- b. The proposal will not have a negative impact on the character and setting of the immediate area, particularly where applications fall within conservation areas or in the curtilage of a listed building.

- 6.107 Hard surfacing of front gardens to provide car parking can be harmful to the appearance of residential areas, giving rise to the loss of walls, hedgerows and other features which may contribute positively to its character. In addition, where either side of a street are paved over, it makes the road appear wider and may result in reduced on-street parking and increased traffic volumes and speeds. This creates a much less pleasant living environment for residents.
- 6.108 The replacement of front gardens with hard surfacing can place extra pressure on surface water drainage resulting in increased runoff with the potential for increased surface water flooding, increased pollution of watercourses and a negative impact on biodiversity and wider ecological networks. Under the Highways Act, it can be an offence to drain water from a property on to the footway.
- 6.109 Where permission is required, proposals will be assessed in terms of their impact on surface water flooding in an area, impact on the character and setting of an area, and whether they would result in a net loss of biodiversity.

## Landscape and Public Realm

- 6.110 The public realm, also known as public space or public domain, comprises features such as streets, paths, squares and urban green spaces. The success of places is ultimately judged by how enjoyable they are to use or visit. In the public realm, the space between buildings, how it all comes together, how grey and green infrastructure is integrated, how built form and spaces relate, matter as much as the buildings themselves. How buildings and adjacent spaces function and relate to each other has a strong bearing on how safe, convenient and attractive a place looks and feels as a whole. These qualities matter in development of all sizes.

### **POLICY HP18: DESIGNING LANDSCAPE AND THE PUBLIC REALM**

Landscape and public realm must be designed as an integral part of new development proposals. High quality development will be supported where they can demonstrate how their proposals:

- a. are designed in relation to the function and character of the spaces and surrounding area;
- b. retain or enhance existing features including open spaces, trees, natural habitats or other features which make a positive contribution to the character, appearance or significance of the local area;

- c. incorporate green and blue infrastructure in an appropriate manner to the scale of adjacent buildings and the space available;
- d. enhance biodiversity through the use of native planting and/or selected species capable of adapting to climate change;
- e. coordinate the design and siting of street furniture, boundary treatments, lighting, signage and public art;
- f. factor microclimate and daylight into the design proposals;
- g. use high quality materials, finishes and street furniture that are suitable to the location and context and help create local distinctiveness;
- h. adopt the principles of inclusive design and facilitate an inclusive environment for all users; and
- i. demonstrate how public spaces are to be maintained for the life of the development.

- 6.111 Well-designed landscape and public realm are fundamental to health and well-being. Creating a well-used and active public realm also helps to foster a sense of community and reduces crime. Applying the principles of this policy will help ensure that new development positively enhances the public realm, securing improvements where needed for the Plan period and beyond.
- 6.112 The design, layout and landscaping of development scheme should support active lifestyle, community interaction and economic vitality. Proposals should seek to join up the landscape features and open spaces to create coherent linked landscape networks which can be used to encourage people to be active. It should facilitate the use of public transport, walking and cycling, make it easy for people to get around by means other than the car.
- 6.113 Landscaping and urban greening should be designed to ecologically enhance and, where appropriate, physically connect existing parks and open spaces. Green space can be used as a community resource and provides recreational benefits, aids social cohesion, improves quality of life and increases property values. Trees and plants contribute to tackling climate change as well as providing habitats for different species.
- 6.114 There has been substantial clinical evidence<sup>6</sup> to suggest that exposure to an outdoor green environment can considerably reduce stress. Simply being able to view nature can produce significant recovery or restoration from stress within 3-5 minutes. The provision of shade, shelter, resting points and seating, a refuse receptacle as well as natural surveillance, make such places more attractive to use. In addition, they are equally accessible to people with a wide range of physical and mental abilities. The Council therefore encourages making

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<sup>6</sup> CABE (2010) Community Green

effective use of green spaces to better support the broad needs, including mental health needs, of Brentwood residents.

- 6.115 In light of forecast increase in the number of older people in Brentwood over the coming years, it is vital to accommodate the needs of people with a range of health conditions and older people. Policy HP13 Creating Successful Places provides the principles of inclusive design to enable an increasingly aging society to get out and about in the areas in which they live and connect with other people and services in the immediate neighbourhood and beyond. Accommodating the needs of older people requires the introduction of standardised measurements and designs that enable dwellings to withstand the loads of mobility or safety aids. The Building Regulations Part M4 Category 2 (Accessible and Adaptable Dwellings) should be adopted into all new designs so as to correctly address such fundamentals of accessibility and approach. New homes should also consider designing to accommodate the shift towards digital healthcare.
- 6.116 Stimuli targeted at each of the senses (sight, scent, touch, sound and taste) should be incorporated into the landscape structure from the outset, to ensure that the development caters for people of all physical and mental abilities. This relates to both the natural, soft elements of the landscape – such as planting – and hard elements like sculptures, water features and furniture. Planning for users of all abilities and ages from the beginning can reduce the need for costly future adaptations.
- 6.117 The lighting of the public realm needs careful consideration to ensure it is appropriate to address safety and security issues and make night-time activity areas and access routes welcoming and safe, while also minimising light pollution.
- 6.118 Proposals should refer to the most up to date urban design principles and guidance, including Brentwood Town Centre Design Guide, Essex Design Guide 2018, Manual for Streets, Building for Life, Secured by Design. This policy should be read in conjunction with Policy HP06 Standards for New Housing, Policy HP13 Creating Successful Places, Policy BE18 Green and Blue Infrastructure and Policy 22 Open Space in New Development.

## Heritage

- 6.119 Brentwood Borough is rich in heritage assets - built, landscape and cultural. Brentwood's organic growth is recognisable by the historic settlement patterns for its villages and hamlets, these are largely sited on routes to and from London and East Anglia and often interspersed by high quality green infrastructure.
- 6.120 Brentwood's landscapes and villages are well documented by the Historic Environment Records<sup>7</sup>, its places, green areas and distinctive characteristics are often joined by historic thoroughfares which have grown over centuries into main routes following the urban expansion in the town at the end of the 19<sup>th</sup> century.

<sup>7</sup> <https://historicengland.org.uk/advice/technical-advice/information-management/hers/>

- 6.121 The Council positively encourages the enhancement and understanding of the significance of heritage assets and apporions great weight to the protection of the heritage assets in any decision-making process for future development.

## Heritage Assets

- 6.122 In Brentwood Borough, there are more than 500 entries on the statutory list of buildings of architectural or historic interest<sup>8</sup>, 12 scheduled monuments and 2 Grade II\* registered parks and gardens. In addition, the borough contains 13 designated Conservation Areas.
- 6.123 Understanding the significance of heritage assets whether of national designation or local significance is fundamental to their care, protection and long-term conservation. The term 'heritage assets' refers to those buildings, places or areas of national importance, registered on the Statutory list, but also includes those buildings, places or areas that are of local significance, these are referred to as non-designated heritage assets.
- 6.124 Designation affords a building, site or area of special interest and value which is protected under law or policy.
- 6.125 Non-designated heritage assets can include buildings, places, lanes or areas of cultural and/or local significance which whilst not nationally designated make a positive contribution to the Historic Environment and its understanding. In decision making, proposals which affect locally listed heritage assets and/or their setting, must take into account the strong requirement for their retention and the enhancement of their significance locally.
- 6.126 Locally listed buildings within the borough are to be recorded on a live database. Whilst the Local Listing Programme is at embryonic stage, this list and its future enrichment is essential in conserving local distinctiveness and community engagement in the historic environment. The Council supports the ethos of local listing and the opportunities it brings to engage a diverse range of stakeholders into the management and education of the local historic environment.
- 6.127 The Council will apply a level of protection to and keep under review its heritage assets in order to preserve, and where appropriate enhance their special architectural or historic interest. A high standard of design for all new development affecting Heritage Assets and their setting is required.

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<sup>8</sup> <https://historicengland.org.uk/listing/the-list/>



**POLICY HP19: CONSERVATION AND ENHANCEMENT OF HISTORIC ENVIRONMENT**

- A. All development proposals that affect heritage assets and their settings will be required to:
  - a. conserve, sustain and enhance designated and non-designated heritage assets including views into and out of conservation areas and their settings; and be sensitively sited and integrated in accordance with advice in accordance with national policy and guidance;
  - b. submit a Heritage Statement providing sufficient information on the significance of the heritage asset, the potential impacts of the proposal on their character and setting, how a proposal has been modified to mitigate harm; where archaeological potential is identified this should include an appropriate desk-based assessment and, where necessary, a field evaluation; and
  - c. provide clear justification for any works that would lead to harm or substantial harm to a heritage asset through detailed analysis.
- B. Proposals that make sensitive use of heritage assets, particularly where these bring redundant or under used buildings or areas, especially any on English Heritage's at Risk Register, into appropriate use will be encouraged.
- C. When considering proposals for development that affect non-designated heritage assets, the Council will take into account the scale of any harm or loss and the significance of the heritage asset as set out in accordance with national policy and guidance.

- 6.128 When submitting planning applications, applicants are required to describe the significance of any heritage assets affected, together with a schedule of works analysing the impact of the proposal on the form, fabric and setting of the heritage asset and any features of historic or architectural interest. The level of detail needed should be proportionate to the scale and nature of the proposal and the importance of the asset itself. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed, using appropriate expertise where necessary.
- 6.129 The NPPF is clear that when considering the impact of a proposed development on the significance of a designated heritage asset, the more important the asset, the greater the weight should be given.
- 6.130 Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

- 6.131 Early engagement with the Council's Historic Buildings Advisor is encouraged through pre-application consultation.

## **POLICY HP20: LISTED BUILDINGS**

- A. Proposals for development affecting or within the vicinity of a listed building should be accompanied by a Heritage Statement that describes the significance of the listed building affected and includes full details of the siting, design, access arrangements and external appearance of the development so that it is possible to assess whether the proposals are sympathetic to its character and setting.
- B. Changes of use of listed buildings and any associated works of alteration, including external illumination, may be permitted where this would contribute economically towards the restoration, retention or maintenance of the listed building and/or group of buildings, while preserving the historic, spatial or structural integrity of the building or its setting.
- C. Proposals for the alteration or extension of listed buildings will only be permitted where these are sympathetic to the buildings' character and appearance, and whether features of special architectural or historic interest are preserved, restored or complemented.
- D. Proposals involving the partial demolition or full demolition of a grade II listed building will only be permitted in exceptional circumstances; development involving the partial demolition or full demolition of a grade I or II\* listed building will only be permitted in wholly exceptional circumstances<sup>9</sup>, where all of the following criteria are met:
  - a. the building cannot be used for its existing, previous or original purpose or function; nor can it be changed to any reasonable and viable use;
  - b. conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible;
  - c. the historic character or appearance of the main building would be maintained or improved by the demolition of a curtilage building(s);
  - d. the harm or loss is outweighed by the benefit of bringing the site back into use;
  - e. substantial benefits to the community would derive from the nature, form and function of the proposed development; and

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<sup>9</sup> Paragraph 194, NPPF (2018).

f. demolition would not result in the creation of a long-term cleared site to the detriment of adjacent listed buildings.

E. Where development is authorised subject to the above criteria, permission will be subject to agreement that any consequential demolition shall not be carried out until all relevant details of the proposed development have been approved and a contract has been entered into for its subsequent execution.

- 6.132 Listed buildings are defined under Section 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990, as ‘buildings of special architectural or historic interest’. The Secretary of State is required to compile or approve listed buildings for the guidance of local planning authorities. There are 512 listed buildings<sup>10</sup> within the borough, consisting of:
- 12 buildings of Grade I (buildings of exceptional interest)
  - 27 buildings of Grade II\* (particularly important buildings of more than special interest)
  - 473 buildings of Grade II (buildings of special interest, which warrant every effort being made to preserve them).
- 6.133 This policy addresses the statutory considerations of the Planning (Listed Buildings and Conservation Areas) Act 1990 which provides specific protection for buildings and areas of special architectural or historic interest as well as relevant polities within the NPPF.
- 6.134 Where there is evidence of deliberate neglect of or damage to a heritage asset the deteriorated state of the heritage asset will not be taken into account in any decision.
- 6.135 Works such as the demolition, alterations (both internal and external) or extensions that would affect a listed building’s character will require listed building consent.
- 6.136 Proposals affecting listed buildings should refer directly to the statutory list of Buildings of Special Architectural or Historic Interest<sup>11</sup>. Under the Planning (Listed Buildings and Conservation Areas) Act 1990 owners have a responsibility to look after listed buildings in order to prevent deterioration and damage. The Council will intervene, where necessary, by issuing an Urgent Works or Repairs Notice.
- 6.137 National policy and guidance promotes the use/reuse of heritage assets for viable uses consistent with their conservation and the positive contribution that they can make towards economic vitality. Changes of use of a listed building need to be compatible with the building’s character and should not have an adverse impact on its context. Proposals for the change of use of a listed building in the Green Belt will also be assessed against development in the Green Belt policies within this Plan.

<sup>10</sup> The current list for Brentwood was approved on 9 December 1994, following a comprehensive resurvey of buildings in the Borough, originally consisted of 512 listed buildings.

<sup>11</sup> [www.historicengland.org.uk](http://www.historicengland.org.uk)

- 6.138 Proposals will be required to take a practical approach towards the alteration of listed buildings to comply with the Equality Act 2010 and subsequent amendments, provided that proposed alterations and changes to access are sympathetic and ensure the building's special interest remains unharmed. Applicants should refer to the Historic England Easy Access to Historic Buildings (2015) as a basis for practical guidance.
- 6.139 The Council intends to compile a local list of buildings which contribute positively to the character of the area due to their townscape value and merit, type of construction, architectural quality or historic association. The Council will apply similar levels of preservation to its locally designated heritage assets and their settings in line with national policy and guidance to ensure a high standard of design for all new development affecting the character or setting of its built, natural and historic environment. Whether a building is locally listed will be a material consideration in determining planning applications in order to retain important original features and fabric, and control alteration or extension to maintain the character of the buildings in recognition of their contribution to local distinctiveness, sense of place, identity and character.

## **POLICY HP21: CONSERVATION AREAS**

- A. Buildings or parts of buildings, open spaces, trees, vistas or other features which make a positive contribution to the character, appearance or significance of the Conservation Area should be preserved or enhanced.
- B. All development or redevelopment in or within the vicinity of a Conservation Area will only be permitted where the Council is satisfied that:
  - a. development does not adversely affect the streetscape, skyline or significant views;
  - b. the development is proportional in scale, and complementary in design, with the adjoining buildings and wider area;
  - c. where any or part demolition is proposed, the structure makes no material contribution to the character or appearance of the area, or the structure is considered to make a negative contribution to the appearance of the Conservation Area;
  - d. where a change of use is proposed, there will be no adverse effect on the appearance or setting of the building; and
  - e. where an alteration is proposed, it is appropriate and sympathetic in design, scale, materials and colour to the rest of the building.
- C. Proposals for any scheme, including alteration or replacement of shopfronts within a designated Conservation Area must include a historic and architectural evaluation within the Design and Access Statement. The level of

detail provided should be proportionate to the importance of the heritage asset. Proposals will be expected to be of a high-quality design and detailed information will be required.

- D. Outline planning permission will not be given for new buildings in a Conservation Area.

- 6.140 Conservation Areas are defined under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990, as 'Areas of Special Architectural or Historic Interest the character or appearance of which it is desirable to preserve or enhance'. With a rich and varied cultural heritage, Brentwood has 13 designated Conservation Areas within the borough. Conservation Areas are shown on the Brentwood Policies Map.
- 6.141 This policy addresses the statutory considerations of the Planning (Listed Buildings and Conservation Areas) Act 1990. It should be read in conjunction with Policy HP19 Conservation and Enhancement of Historic Environment and Brentwood's Conservation Area Appraisals.
- 6.142 The Council will seek to promote high quality new development of exceptional design that makes a positive contribution to local character and respects the historic context. Development proposals in a Conservation Area should make reference to the relevant Conservation Area appraisal.
- 6.143 There will be a presumption against the demolition of buildings or other features that positively contribute to the character or appearance of a Conservation Area, in the absence of detailed and acceptable proposals for replacement development. Use of non-traditional materials, will not normally be permitted on, or in proximity to, listed buildings or in Conservation Areas. For advice on this matter, applicants should consult local expertise and refer to published guidance, such as Valuing Places: Good Practice in Conservation Areas by English Heritage (2011).
- 6.144 In order to ensure a high standard of design and materials, outline applications will be accepted.

## **POLICY HP22: LOCAL HERITAGE ASSETS**

- A. There is a general presumption in favour of the retention of local heritage assets, including buildings, structures, features and gardens of local interest as detailed in the Council's Local List. In addition, the Council will conserve the traditional landscape and nature conservation character of Protected Lanes,

including their verges, banks, ditches and natural features such as hedgerows and other structural elements contributing to the historic features of the lanes.

- B. Where planning permission is required, proposals will be favourably considered where they retain the significance, appearance, character or setting of local heritage assets.
- C. Any proposals that would have a materially adverse impact on the physical appearance of Protected Lanes or generate traffic of a type or amount inappropriate for the traditional landscape and nature conservation character of a Protected Lane, will not be permitted.

### Local List

- 6.145 Locally listed buildings will be a material consideration in determining planning applications: the retention of important features and fabric and the impact of proposals upon the local significance and understanding of a locally listed building will be a material consideration.
- 6.146 There are a number of country lanes and byways which are of historic and landscape value, and which make an important contribution to the rural character of the borough. The Council will seek to preserve these lanes and byways as far as possible, including their trees, hedgerows, banks, ditches and verges, which contribute to their character, and by resisting development proposals which have a detrimental effect upon them.

### Protected Lanes

- 6.147 The greater part of the road network in the Essex countryside derives from at least as far back as the medieval period. Much of it undoubtedly existed in Saxon times. These lanes are part of what was once an immense mileage of minor roads and track-ways connecting villages, hamlets and scattered farms and cottages. Many were used for agricultural purposes, linking settlements to arable fields, grazing on pasture, heaths and greens; and other resources such as woodland and coastal marsh.
- 6.148 Before metalled road, with wide verges and linear roadside green with ditches and interspersed with ponds for transporting, feeding and watering livestock on route to market. These lanes are an important part of the Essex landscape, providing insight into the development of a landscape and the relationship of features within it over time. They have considerable ecological value as habitats for plants and animals, serving as corridors for movement and dispersal for some species and acting as vital connections between other habitats; and promoting well-being.
- 6.149 The Protected Lanes in Brentwood are listed below:

National Street Gazetteer Name (NSG)	Location	Lane ID
Days Lane	Doddinghurst	BRWLANE1
Wenlocks Lane	Blackmore	BRWLANE2
Lincolns Lane	Coxtie Green	BRWLANE3
Hay Green Lane	Wyatt's Green	BRWLANE4
Mill Lane	Navestock Health	BRWLANE5
Sabines Road	Sabines Green	BRWLANE6
Back Lane	Doddinghurst	BRWLANE7
Dark Lane	Great Warley	BRWLANE8
Sandpit Lane	South Weald	BRWLANE9
Little Hyde Lane	Fryerning	BRWLANE10
Mill Green Road	Mill Green Common	BRWLANE11
Ingatestone Road	Mill Green Common	BRWLANE13
Ivy Barns Lane	Mill Green Common	BRWLANE12

Figure 6.5: Protected Lanes in Brentwood

- 6.150 Recent assessment of the Protected Lanes<sup>12</sup> and update<sup>13</sup> in Brentwood has confirmed that these features remain and in the majority of instances, the designation for protection is recommended for retention. One lane has been identified as at risk, partly due to damage as a result of its increased use as a cut through in the recent past when the Ongar Road suffered a major collapse, that is Sandpit Lane. The Council will be taking a watching brief on this lane, aware that some damage has already taken place. Brentwood Borough is therefore retaining the designation of all of the Protected Lanes with a review proposed for the next edition of the Local Plan.

<sup>12</sup> Brentwood Borough Protected Lane assessment (2016) Essex County Council

<sup>13</sup> Brentwood Borough Protected Lane assessment update (Letter) (2018) Essex County Council

- 6.151 In line with other policies within the Local Plan, material increases in motorised traffic using a Protected Lane due to development proposals must be assessed and action/infrastructure to influence user behaviour and encourage more sustainable modes of transport, will be required.
- 6.152 The Council would consider exploring options and partnerships for influencing user behaviour and applying intelligent and positive measures of highway management that will serve to encourage local journeys to be made on bicycle or foot, and for recreation, and reduce the impact of vehicles on the historic fabric of lanes, whilst maintaining their local character.

## Archaeological Heritage

- 6.153 The historic environment of Brentwood has developed through a history of human activity that spans over 450,000 years. Much of the resource lies hidden beneath the ground in the form of highly sensitive and non-renewable archaeological deposits. Other elements such as the historic landscape, the pattern of field, farms, woods and historic settlements which characterise the borough are a highly visible record of millennia of agriculture, industry, settlement and commerce.
- 6.154 Brentwood has a large number of sites of archaeological importance that are worthy of preservation for the future. Essex Historic Environment record identifies 636 sites within the borough of known archaeological interest. These include isolated discoveries like Stone Age flint axe, below ground evidence of prehistoric, Roman, Saxon and medieval occupation and upstanding post medieval and modern structures. Of known sites, 12 are scheduled ancient monuments, maintained by the Secretary of State under Section 1 of the Ancient Monuments and Archaeological Areas Act 1979, ensuring ultimate responsibility for the preservation, treatment, repair and use of each monument.

### **POLICY HP23: SCHEDULED MONUMENTS AND ARCHAEOLOGICAL REMAINS**

- A. The desirability of preserving a scheduled monument or their equivalent and its setting is a material consideration in the determination of planning applications. Planning permission will not be permitted for development which would adversely affect a scheduled monument, or other locally or nationally important sites and monuments, or their settings.
- B. A full Archaeological Assessment must be included with any planning application affecting areas of known or suspected archaeological importance to ensure that provision is made for the preservation of important archaeological remains. In areas considered less likely to have significant remains, full investigation or a watching brief may be required by planning condition.



- C. Where proposals affect archaeological sites and other designated assets, preference will be given to preservation in situ unless it can be shown that archaeological mitigation through recording, assessment, analysis report and deposition of archive is more appropriate.
- D. Any development that may affect archaeological remains will need to demonstrate the likely impact upon the remains and the proposed mitigation to reduce that impact.

- 6.155 For applications affecting a scheduled monument and its setting, early stage consultation with English Heritage will be required to gain scheduled monument consent. For non-statutory historic environment assets applicants should consult the Council and as appropriate, Essex County Council historic environment advisors, regarding the nature, setting and management of the borough's historic environment.
- 6.156 As a finite and non-renewable resource, archaeology can become highly fragile and vulnerable to damage or destruction. The Council will adopt a presumption against proposals which would harm the setting of archaeological remains of national or local importance, whether scheduled or not.
- 6.157 In cases where development will impact upon sites of known archaeological interest or potential, the results of a field evaluation/assessment will be necessary prior to the determination of the application. Applicants will be required to arrange for an archaeological investigation setting out appropriate measures of protection, management or mitigation including excavations and recording prior to development.
- 6.158 This policy should be read in conjunction with Policy HP19 Conservation and Enhancement of Historic Environment.

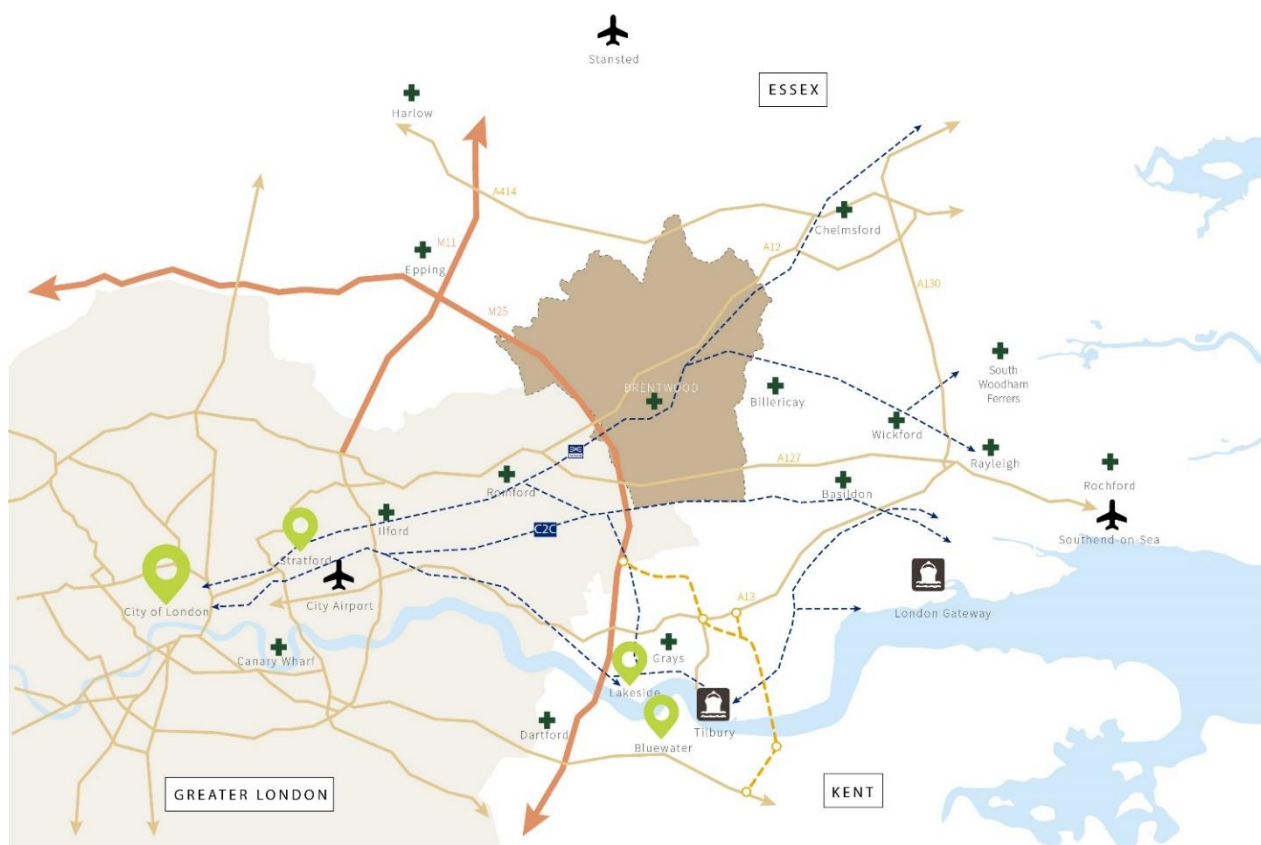




## 7. Prosperous Communities

### Delivering Economic Growth

- 7.1 Brentwood is an attractive business location with a high-quality environment, within close proximity to London, a well-qualified workforce and good transport links. It has a diverse economic base and total employment in the borough has risen to 43,200 in 2016. The borough is well known for its entrepreneurial culture with above average rates of business start-ups and is home to a number of major national firms whose regional headquarters are located within the borough.
- 7.2 Figure 7.1 depicts how well Brentwood is placed in terms of transport links to surrounding centres in Essex, London and Kent, legacy opportunities from the Queen Elizabeth II Olympic Park, and airports at Stansted and Southend. The Elizabeth Line will improve links with Central London and open new direct links to West London and Heathrow airport. The borough is close to competing retail centres such as Basildon, Romford and Chelmsford, as well as Lakeside, Bluewater, and Stratford City Shopping Centres.



**Figure 7.1: Brentwood in Regional Context**

- 7.3 The Council's Economic Strategy sets out a series of economic aims and strategic priorities which are reflected in the vision and strategic objectives of the Local Plan:

#### Economic Aims:

- A1. Promote a mixed economic base and a discerning and sustainable approach to economic growth;
- A2. Encourage high value, diverse, employment uses that will provide a significant number of skilled and high-quality jobs;
- A3. Encourage better utilisation, upgrading and redevelopment of existing land and buildings; and
- A4. Enable the growth of existing business, the creation of new enterprises and encourage inward investment.

#### Strategic Priorities:

- P1. Support business development and growth;
- P2. Facilitate and deliver skills and employability support;
- P3. Facilitate and encourage business workspace, infrastructure and inward investment;

- P4. Facilitate and support stronger and more vibrant town & village centres;
- P5. Develop and support the borough's rural economy; and
- P6. Promote Brentwood Borough as a place to visit and invest, encouraging the visitor economy.

7.4 To maximise opportunities for economic growth and development, the Council is working closely with the South East Local Enterprise Partnership (SELEP), the Essex Business Board (EBB) and the Brentwood Business Partnership (BBP). The Council's Economic Strategy, and Economic Futures Report<sup>1</sup> provides the local evidence to support the relevant Local Plan policies.



**Figure 7.2: Brentwood and South East Local Enterprise Partnership**

7.5 To meet future needs and maintain a competitive successful local economy, we will plan for new jobs and new homes. We will work with existing businesses through partnerships and attract new businesses by ensuring the borough remains an attractive place to work. The importance of striking the right balance between meeting development needs and retaining our Borough of Villages character is critical when considering the future of the local economy.

<sup>1</sup> Lichfields (2018) Brentwood Economic Futures Report, available at: <http://www.brentwood.gov.uk/pdf/29012018122226000000.pdf>

**POLICY PC01: CULTIVATING A STRONG AND COMPETITIVE ECONOMY**

- A. The Council and its partners will seek to maintain high and stable levels of local economic growth, enabling the borough's economy to diversify and modernise through the growth of existing businesses and the creation of new enterprises. Support will be given to proposals that secure job growth with 'high value' business and retail.
- B. This will be secured by:
  - a. improving access to a range of employment opportunities for borough's residents;
  - b. providing sufficient employment and industrial space in sustainable locations to support economic development and regeneration;
  - c. intensification of vacant and underutilised employment floorspace and sites and the regeneration of previously developed land in sustainable locations;
  - d. renewal and improvement to the quality of business premise and office space of different sizes;
  - e. enhancing and protecting the important role of small and medium sized commercial enterprises;
  - f. directing major new retail, office and leisure investment to the borough's Designated Centres according to their significance on the retail hierarchy, stimulating improvement and regeneration;
  - g. supporting the borough's rural economy and growing agricultural enterprises;
  - h. maintaining current tourist attractions and encouraging new opportunities to increase the number of visitors to the borough; and
  - i. maximising the value of existing and future public transport, walking and cycling network, to support economic activity in line with Policy BE11 Strategic Transport Infrastructure, Policy BE13 Sustainable Means of Travel and Walkable Streets and Policy BE14 Sustainable Passenger Transport.

7.6 The NPPF provides a clear position on the need to build a strong competitive economy. The Council seeks to promote a mixed economic base and a discerning approach to economic growth. High value employment uses will be particularly encouraged. This will tend to be business uses such as offices with related high-tech manufacturing floorspace that provide a

significant number of skilled jobs, rather than large distribution warehouses that employ very few people.

- 7.7 A diversity of uses will be encouraged with an emphasis on good quality, sympathetic and efficient use of land and buildings. This approach recognises and responds to the borough's strengths, such as its skilled workforce, attractive environment and good transport links. It also takes account of land and infrastructure constraints. Ongoing prosperity in the future will rely upon safeguarding those features that comprise Brentwood's distinctive offer and make the borough a destination of choice today. Mixed-use schemes that include retail uses should comply with the retail hierarchy set out in Policy PC08 Retail Hierarchy of Designated Centres.
- 7.8 Opportunities for higher density business development will also be favourably considered in suitable locations to relieve pressure to develop in less sustainable locations. This will be encouraged in key gateway locations (refer to figure 3.3 Key Gateways). This includes utilising existing employment space, developing on previously developed land and encouraging smart working practices.
- 7.9 Improvements in technology and working arrangements have enabled more flexible working, freeing up existing employment floorspace. This trend is expected to continue in future with more remote and home working. Businesses with underused floorspace will be encouraged to make this available for use by other business users.
- 7.10 In order to thrive in today's market place, business is reliant on good connectivity and fast broadband speeds to support the running of their business. Therefore, applicants should provide high quality communications infrastructure in line with Policy BE10 Connecting New Developments to Digital Infrastructure.
- 7.11 In rural areas, rural enterprise is fundamental in maintaining and developing rural communities by securing appropriate business, inward investment, jobs and wealth in rural areas and is a vital part of the local economy. Rural enterprise and development which supports its expansion should be encouraged providing there are no severe adverse impacts on the environment and the development is sympathetic to its rural surroundings.
- 7.12 Rural enterprise refers to land-based industries, such as agriculture and forestry, enabling rurally based businesses, tourism and the environment. It is recognised that some activities in rural areas might equally well be carried out in a built-up area. The key difference is their impact and whether the activity in question, due to its scale and nature has an urbanising effect or can be sensitively accommodated with no adverse impact on the countryside or Green Belt. Stewardship of the countryside, soil and landscapes has traditionally rested with farmers and therefore sympathetic diversification schemes which support this sector should be encouraged in recognition of these wider benefits.

**POLICY PC02: JOB GROWTH AND EMPLOYMENT LAND**

- A. Provision is made for 5,000 additional jobs to be provided in the borough over the Plan period at an average rate of 250 per year.
- B. Job growth will be provided for by:
  - a. a total of circa 47.39 ha of new employment land (B-use) allocations and continued support for existing employment sites and appropriate redevelopment where appropriate; and
  - b. retail floorspace provision and policies supporting retail, leisure and commercial growth.
- C. Areas allocated for employment purposes are set out in Policy PC03 Employment Land Allocations and identified on the Brentwood Policies Map.

- 7.13 A range of economic evidence has informed this employment land and job growth need, including the Brentwood Economic Futures Report (2018) and Strategic Housing Market Assessment (2018).

**New Jobs**

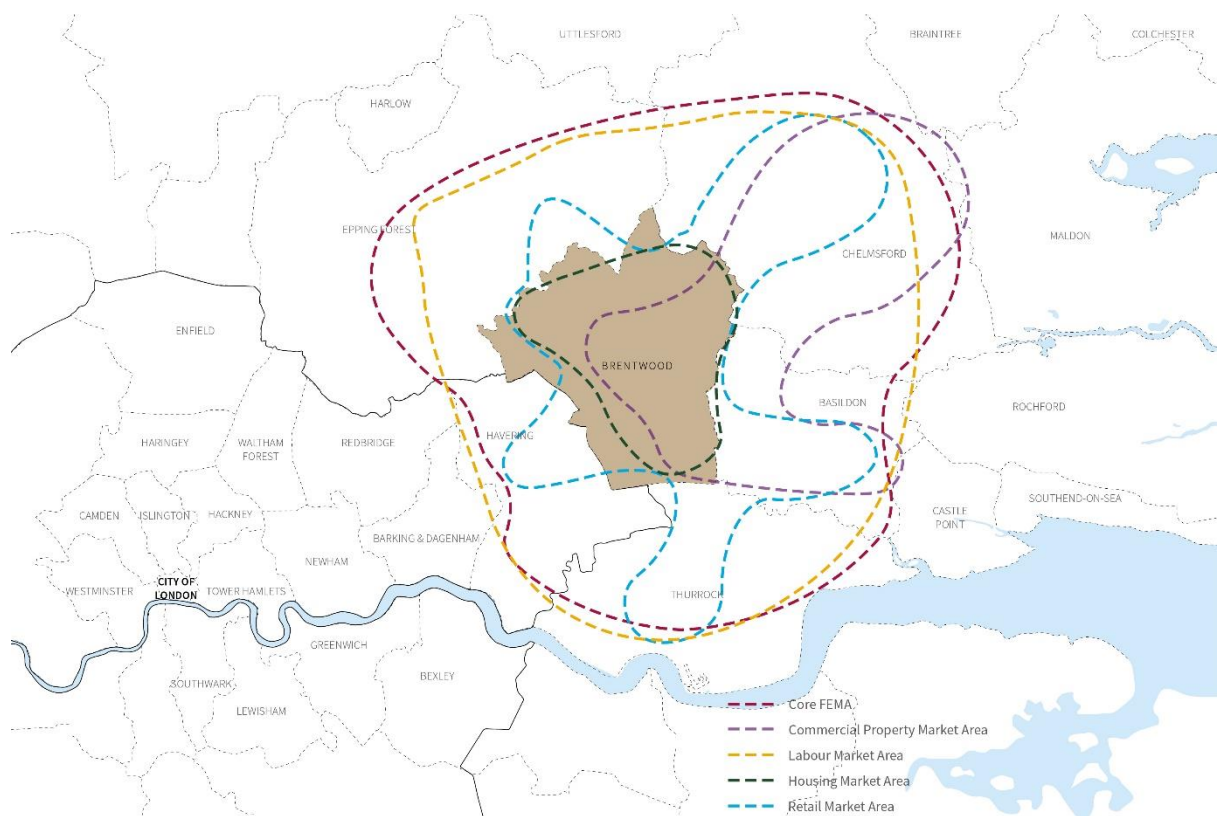
- 7.14 Policies are required to plan for future jobs growth on our employment land and ensure new employment land is provided where needed. For the purposes of planning policy, the simplest way to measure and plan for new job creation is through planning use classes. B-Class uses generally comprise employment land types, such as B1 business (offices, research and development, light industry appropriate in a residential area), B2 general industrial, and B8 storage or distribution.
- 7.15 The borough has recorded strong levels of job growth, the number of B-class jobs has increased by 40% over the last 17 years. This employment growth has been driven by consumption sectors including residential care and social work, business services, education, healthcare and construction. Job losses have been recorded within public administration and defence, utilities, accommodation and food services and retail.
- 7.16 According to Enterprising Essex: Meeting the Challenge (Essex County Council, 2018)<sup>2</sup>, potential occupiers looking for office space in the North East quadrant of the M25 would most likely locate to Chelmsford or Brentwood, which are seen as more established office locations. Reflecting the borough's desirable location, high quality and distinctive locational offer, the Council's preference is for efficient land use and provision for high value business.

<sup>2</sup> <http://www.essexgrowth.co.uk/media/1036/eec-final-report-march-2018.pdf>



## Functional Economic Market Area

- 7.17 Economic evidence includes an assessment of the Functional Economic Market Area (FEMA) for the borough, which considers a number of evaluation factors including travel to work areas, commuting flows, the commercial property market area; retail market areas, local economic partnership areas and strategic transport routes to define the key economic linkages and spatial relationships. Producing a FEMA is not an exact science and often represents just a snapshot in time but is useful in indicating the borough's broad core economic geography and connections. Figure 7.3 sets out the Brentwood FEMA.



**Figure 7.3: Brentwood Functional Economic Market Area**

- 7.18 In considering employment site allocations and growth, the Council has also taken into account commercial agent feedback on employment sites to ascertain the level of market interest, views on strategic locations and commentary on employment land take-up and overall deliverability.

## Employment land provision

- 7.19 The calculation of new B-use employment land required to inform Draft Plan allocations is summarised below:

- i. The proposed amount of land the Council needs to provide to achieve sufficient growth in jobs range from 8.1 ha to 20.3 ha (Economic Futures Report, 2018)<sup>3</sup>.
- ii. Redeveloping existing employment land in central or residential locations for new homes (i.e. Wates Way Industrial Estate, Brentwood; Council Depot, Warley; Ford offices, Eagle Way and West Horndon Industrial Estates, West Horndon) means the loss of almost 21.01 ha of employment land that will need to be re-provided.
- iii. Before arriving at a final employment land requirement, consideration has also been given to the forecast loss of existing employment allocations through structural change, planning permissions and changes to permitted development rights allowing office to residential conversions. This loss of employment space equates to about 4.65 ha.
- iv. These elements combined result in a total additional employment land requirement range from 33.76 to 45.96 ha.

7.20 Overall a total of circa 47.39 ha of new employment land is proposed to be allocated. It should be noted that suggested employment allocations exceed requirements. At a high-level, the amount of employment land allocations is broadly sufficient to ensure that the Council meets its overall forecast employment land needs (forecast new needs and losses from allocations and structural change). It is also recognised that the future restructuring of employment sites and businesses may change floorspace requirements.

Employment Land (ha)				
Uses	Scenario A: Experian	Scenario B: EEFM	Scenario C: OAN (380)	Scenario D: Past rates
Offices (B1a/b)	9.4	7.7	5.6	0.4
Manufacturing (B1c/B2)	4.4	0.1	3.1	3.5
Warehousing (B8)	6.5	0.7	4.4	4.2
<b>Total</b>	<b>20.3</b>	<b>8.5</b>	<b>13.1</b>	<b>8.1</b>

Figure 7.4: Gross Employment Land Requirement Scenarios

New Requirements	(ha)
Forecast requirement for employment land (B Class Uses)	+ 8.1 ha to 20.3 ha
Forecast loss of employment land by re-allocations for other uses	+ 21.01 ha

<sup>3</sup> Lichfield (2018) Economic Futures Report. Available online at: <http://www.brentwood.gov.uk/pdf/29012018122226000000.pdf>

Forecast loss of existing employment allocations through structural change, changes in allocation threshold and permitted development	+ 4.65 ha
<b>Combined Requirement</b>	<b>→ 33.76 ha to 45.96 ha</b>

Figure 7.5: Employment Land Need

## POLICY PC03: EMPLOYMENT LAND ALLOCATIONS

Within those areas allocated for general employment and office development, set out in Figure 7.6 and on the Brentwood Policies Map, the Council will seek to achieve and retain a wide range of employment opportunities. Redevelopment or change of use of business, office, general industry and distribution for non B-class uses will only be permitted where:

- a. the proposal is for employment generating sui generis uses or other non-residential uses that provide significant employment with no reasonable prospect of locating elsewhere in the borough, and there is no identified need for the site or buildings for B-class uses;
- b. the proposal is wholly for affordable housing, the site is vacant, and development would not prejudice continuation of adjacent employment uses;
- c. the proposal is for any other use and the application is supported by a statement of efforts made to secure re-use for class B1-B8 or similar uses and other non-residential use that provides employment, which evidence demonstrates there is no realistic prospect of the site or buildings being used or re-used, including through redevelopment, for these purposes; or
- d. the site or buildings would be physically unsuitable for re-use for class B1-B8 or similar use, even after adaptation (including sub-division into smaller units), refurbishment or redevelopment, in terms of siting, design, access, layout and relationship to neighbouring buildings and uses.

Site Ref	Site Name	Area (ha)
<b>Existing Allocated Employment Land</b>		
Part of E12	Childerditch Industrial Estate	11.25

E09	Hallsford Bridge Industrial Estate	3.41
E04	Hubert Road Industrial Estate	3.78
E07	Hutton Industrial Estate	10.48
E02	Brook Street Employment Area	1.25
E05	Warley Hill Business Park (excl. Regus)	2.5
Part of R04	Ford Offices, Eagle Way, Warley	2.0
E03	BT Offices, London Road, Brentwood	3.5
E06	OCE offices, Chatham Way, Brentwood	0.45
Part of R02	West Horndon Industrial Estate	2.0
	<b>Sub-Totals</b>	<b>40.62</b>
<b>Existing Employment Sites in the Green Belt</b>		
108	The Old Pump Works, Great Warley Street	0.79
111	Upminster Trading Park	2.6
228	Peri Site, Warley Street, Great Warley	5.36
321	McColls Headquarters, Ongar Road	1.6
	<b>Sub-Totals</b>	<b>10.35</b>
<b>Existing Employment Sites Not Previously Allocated</b>		
Part of E10	Land at Codham Hall	9.01
E12	Childerditch Industrial Estate	3.52
	<b>Sub-Totals</b>	<b>12.53</b>
<b>New Employment Land Allocations</b>		
E11	Brentwood Enterprise Park (M25 Junction 29 works)	25.85
E08	Land adjacent to Ingatestone by-pass (part bounded by Roman Road)	2.06
Part of E12	Childerditch Industrial Estate	5.87
Part of E10	Codham Hall (New extension)	0.61
E13	Land at East Horndon Hall	5.5
Part of R03	North of A1023	2.0

Part of R01	Dunton Hills Garden Village Strategic Allocation	5.5
<b>Sub Totals</b>		<b>47.39</b>

**Figure 7.6: Employment Site Allocations**

### Existing and Regularised Employment Sites

- 7.21 The presumption for existing and proposed employment sites for general employment and office development shall be for existing uses to be retained and that proposals entailing loss of employment premises and sites without replacement will be resisted. The Council will work with businesses within these areas to encourage them to adapt and respond to changing economic conditions to support business growth and ensure continuing economic vitality.
- 7.22 Where an application is made under PC03 clause (c), the applicant should provide information regarding:
- length of time the property has been unused for employment purposes;
  - period during which it has been actively marketed for such purposes, which includes the possibility of redevelopment and provides evidence (not normally less than 24 months). Evidence should show where the property has been publicly marketed including publications and property journals as well as clear advertisement on site;
  - prices at which the land and buildings have been marketed during this period, which should reflect similar property in the locality;
  - a list of all expressions of interest during this period; and
  - an evaluation of why it is considered that the property has failed to attract interest from potential occupiers or for redevelopment for B-class use. The applicant should provide an independently commissioned viability assessment to demonstrate that the use is unlikely to be economically viable in the foreseeable future. The assessment should be undertaken by a reputable and suitably experienced company to be determined by the Council in agreement with the applicant, to be funded by the applicant.

### New Employment Allocations

- 7.23 Informed by the spatial strategy, the selection of employment sites aims to retain the borough's character and encourage employment growth in suitable available locations. In employment terms, it is also beneficial to consider modern business needs, such as access to the transport network. The selection process can be summarised as followed:
- Brentwood and Shenfield will be the focus to attract economic growth in the Central Brentwood Growth Corridor given their excellent geographic position. From the available sites coming forward through the HELAA process, new employment land is proposed at Ingatestone where the southbound A12 junction with the village creates suitable land for new employment premises. This will help create a range of choice for

employment land and encourage competition from existing premises to improve the quality of the local offer.

- b. Partly due to difficulties in accommodating the quantum of employment land within other parts of the borough, the opportunity is taken to capitalise on the strategic connections of the South Brentwood Growth Corridor to key economic centres in the region (including Tilbury Port, Southend Airport and those in Greater London), by:
  - i. redeveloping brownfield land at Brentwood Enterprise Park (Site E01);
  - ii. extending employment land around Childerditch Industrial Estate;
  - iii. providing new employment land at land south of East Horndon Hall (Site E04); and
  - iv. delivering mixed-use employment opportunities within Dunton Hills Garden Village as part of a self-sustaining new community;
- c. Considering that other parts of the borough including larger villages are in a position to accommodate a limited amount of employment and retail development, the emphasis regarding employment land in these places will be on the provision of local services.

7.24 The proposed land at Brentwood Enterprise Park and land south of East Horndon Hall will accommodate mixed B-uses. The excellent access onto the strategic highway network, makes them a very desirable place for certain businesses. In addition, the size of Brentwood Enterprise Park provides benefits by way of supplying for a large amount of employment need while bringing along new infrastructure and supporting services. Brentwood Enterprise Park will provide an opportunity for high-end modern premises at a key gateway to the borough and into Essex. Appropriate accompanying uses will be considered appropriate where these meet local needs, such as hotel and associated restaurant options. Retail will not be considered appropriate, in line with the retail strategy and sequential approach. Specific site policies for the Enterprise Park are within Policy E11, in Chapter 9.

7.25 The Lower Thames Crossing will open up opportunities for goods and services to flow more easily between Brentwood and the area of Kent and beyond across the Thames, strengthening links to a market area that is currently less accessible from the borough. This could extend the borough's FEMA to the south into Kent. However, it should be noted the crossing would be most beneficial to distributors who may use it to avoid congestion at the Dartford Crossing. For the borough to take advantage of the distribution movements, it is likely Brentwood Enterprise Park will need to be delivered to provide premises that are of the scale required by distributors (Economic Futures, Lichfield, 2018)<sup>4</sup>.

7.26 The potential relocation of industrial activities from London could create additional demand for B1C/B2 and B8 premises in wider South East local authorities. Brentwood is well located to take advantage if firms do relocate outside of London. New B1C/B2 and B8 premises would be required to take advantage of relocation, given the borough's existing small stock.

<sup>4</sup> Lichfield (2018) Economic Futures Report. Available at:  
<http://www.brentwood.gov.uk/pdf/29012018122226000000.pdf>

Delivery of the Brentwood Enterprise Park could provide a significant area of the floorspace that meets the needs of relocating businesses<sup>4</sup>.

- 7.27 The Economic Futures report (2018) indicates that in terms of other 'B uses' for example - manufacturing (B1C/B2) and warehousing / logistics (B8) the portfolio of sites put forward is likely to be attractive to the market and provide a sufficient range and high-quality offer.
- 7.28 The Essex Grow-on Space Feasibility Study (2016) has highlighted a gap in supply and demand in the borough in relation to the availability of smaller sized office and industrial units for emerging small businesses, curtailing the potential growth of these businesses. This identifies a concealed need for employment floorspace of 9ha arising from local businesses looking for room to grow into. The Council will encourage the provision of flexible working space, incubation units and grow-on<sup>5</sup> space in the proposed employment allocations where appropriate.
- 7.29 There is a clear need to ensure that strategic investment sites are well connected through public transport an active travel infrastructure to support their overall sustainability. The Council will work with developers and service providers to ensure employment sites such as East Horndon and Dunton Hills will be well connected to existing and new housing sites, including Dunton Hills Garden Village. Work has been undertaken to assess the cumulative impacts of planned development on the A127 and suitable highway measures. More details can be found in Chapter 5.
- 7.30 There is a recognised need to effectively manage the period of transition for a number of current employment sites (such as West Horndon) moving from traditional employment uses to residential led-developments. This is to ensure a clear pipeline of available employment land is achievable to meet the needs of businesses relocating to new premises within the borough. The early delivery of strategic sites within the A127 corridor will be important to maintain an effective stock of employment land.
- 7.31 Other site-specific policies for employment allocations in this policy can be found in Chapter 9.

## **POLICY PC04: DEVELOPMENT AND EXPANSION OF BUSINESS SPACE**

- A. New offices, research and development and research facilities are encouraged to come forward within the following locations:

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<sup>5</sup> Grow-on space could be understood as space for small growing businesses with around ten employees plus; that is, businesses that have grown to the extent that they are too large to be accommodated in incubator space or enterprise centres, but are still too small to occupy large, often freestanding, offices or factory/workspace units. Essex County Council (2016) Grow On Space Feasibility Study, available online at: <http://www.basildon.gov.uk/CHttpHandler.ashx?id=7966&p=0>



- a. in Designated Centres, providing they are of an appropriate scale and are part of mixed-use schemes with active frontage uses where practicable at ground floor level;
- b. in the areas within walking and cycling distance to the train stations.
- B. Proposals for the development of these uses elsewhere in the borough will be considered on their merits and alongside the policies of the plan.
- C. Development of larger employment sites, with multiple occupiers, should consider whether shared social spaces could be provided within the site, to enhance the vitality and attractiveness of the site.

7.32 Consideration of location is to ensure new employment development are accessible by transport other than motor vehicles to minimise associated impacts of this form of transportation. Larger development will benefit from consideration of new social, accessible space to provide a positive sense of place and well-being of the site users and visitors.

#### **POLICY PC05: EMPLOYMENT DEVELOPMENT CRITERIA**

- A. Development for employment uses (Class B1, B2 or B8) and any associated employment generating sui generis uses will be encouraged provided the proposal:
  - a. is of a scale and nature appropriate to the locality;
  - b. provides appropriate landscaping and screening;
  - c. is accessible by public transport, walking and cycling;
  - d. ensures vehicular access avoids residential streets and country lanes, or mitigates impacts on these; and
  - e. the proposal does not give rise to significant traffic movements within rural areas.
- B. Developments that would potentially generate a significant amount of movement must submit sufficient information to assess its likely transport impacts as well as how these impacts would be effectively mitigated, and considered in a Transport Assessment, as set out in Policy BE16.



- 7.33 All new employment proposals, both within and outside allocated employment areas, will need to comply with the criteria set out in this policy to protect the amenities of residents and other sensitive uses within the vicinity of the developments. The transport impacts of all proposals will need to be assessed to ensure that vehicular access and traffic generation do not result in unacceptable levels of traffic and congestion on unsuitable roads or within environmentally sensitive areas.
- 7.34 Employment sites can generate a large amount of movement for both vehicles and people. Where this is likely to occur, a Travel Plan will be required. To avoid any overspill of parked cars to surrounding residential streets or country lanes a satisfactory level of parking provision will need to be provided on site.
- 7.35 This policy should be read in conjunction with other policies in this Plan.

#### **POLICY PC06: SUPPORTING THE RURAL ECONOMY**

The Council will promote a sustainable rural economy by supporting appropriate, small scale rural enterprise. The Council will seek to retain Class B uses or other 'sui generis' uses of a similar employment nature. Proposals to diversify the range of economic activities on a farm or in a rural area will be supported where proposals:

- a. the use does not fall within Class A use classes unless limited small-scale and ancillary;
- b. is accessible, and traffic generation can be satisfactorily accommodated by the existing or planned local road network, ensuring access arrangements are acceptable to the scale and type of development with no adverse effect on the road network;
- c. benefit the local community and do not adversely affect quality of life or the amenity of local residents;
- d. conserve and enhance local character and maintain the openness of Green Belt in line with policy NE09 Green Belt;
- e. are consistent in scale and environmental impact with their rural location;
- f. have no detrimental impact on existing village shops and business;
- g. have no unacceptable effect on water quality or flooding, watercourses, biodiversity or important wildlife habitats; and

- h. work collaboratively with Essex County Council, communications operators and providers, to provide high quality communications infrastructure and support initiatives, technologies and developments which increase and improve coverage and quality throughout the borough, in line with Policy BE10 Connecting New Development to Digital Infrastructure.

- 7.36 One of the Council's objectives is to support economic growth in the rural area by encouraging the diversification and expansion of agricultural and other businesses and enterprise in the rural area.
- 7.37 The Council recognises it can be beneficial for farms to diversify use of land and buildings for other suitable activities or development. These might include converting redundant barns for B1 business use or workshops, storage, farm shops, bed and breakfast, energy crops, or acceptable sport and leisure uses like campsites. These can be important in supplementing agricultural business income to ensure long-term viability and, alongside suitable small-scale rural enterprise and provide rural job opportunities. Suitable uses will allow more efficient use of buildings and land while fitting in with farming practices, rural surroundings and maintaining openness of the Green Belt.
- 7.38 Farm shops are well used in the borough and by residents living nearby and play a significant role within the local convenience goods shopping hierarchy. Farm shops provide home grown and local produce, support local agriculture and provide sustainable, healthy alternatives to supermarkets by reducing food miles and providing access to fresh, seasonal produce. The Council supports this form of farm diversification provided facilities are appropriate to their rural location and would not lead to unrelated business in the countryside or unacceptable levels of activity in the Green Belt.
- 7.39 Council policy seeks to protect and enhance local retail patterns, including safeguarding traditional village shops and facilities in order to retain important rural services where they can best serve the local community. Rural infrastructure such as local roads should not be unacceptably affected by traffic generation as a result of diversification.
- 7.40 The design and construction of new rural development must be of high quality and sympathetic to local character in line with Policy HP13 Creating Successful Places and Policy HP14 Responding to Context. Applicants should also refer to Policy BE08 Sustainable Drainage, as well as the Essex SuDs Design Guide with regards to appropriate standards.
- 7.41 Telecommunications infrastructure, including broadband, is important in unlocking new development and contributing to a prosperous economy in attracting new businesses and jobs, and ensuring the connectivity of residents to key services. This is set out in Policy BE10 Connecting New Development to Digital Infrastructure and supporting text.

- 7.42 Proposals may be required to safeguard the employment function of the development from other uses through planning conditions/planning gain mechanisms.

## Retail and Commercial Leisure

- 7.43 Brentwood Borough is made up of the market town of Brentwood, village centres and several local shopping parades providing services to its nearby settlements. These areas are where people go to access their employment, leisure, shopping and even housing needs; many have become the heart of the local community's activities.
- 7.44 Focusing people's day to day activities within these centres have multiple benefits to both businesses as well as local communities: businesses benefit from linked trips where people visit more than one activity as part of a single journey whilst the community benefits from having a wide choice of activity within a concentrated area<sup>6</sup>.
- 7.45 This Plan seeks to achieve a good balance of mixed uses in the borough's centres to meet the needs of those who live, work, shop and spend leisure time here. The following policies provide the Council's proposed way forward, separating Brentwood Town Centre as the focus for economic growth while emphasising the importance of retaining and enhancing its District Shopping Centres and Local Centres.
- 7.46 The revised NPPF (2018) removed the requirement to identify primary and secondary shopping frontages and acknowledged the significant challenges facing town centres and in particular the retail sector. It recognised that diversification is key to the long-term vitality and viability of town centres to 'respond to rapid changes in the retail and leisure industries'. As such, the following policies also aim to clarify the range of uses permitted in Designated Centres, as part of a positive strategy for the future of each centre.

### **POLICY PC07: RETAIL AND COMMERCIAL LEISURE GROWTH**

Provision is made for 4,844 square metres (net) of comparison retail floorspace and 3,833 square metres (net) of convenience floorspace to be provided in the borough over the Plan period.

- 7.47 The principles of the NPPF indicate that the Council's policy approach should aim to at least fully meet retail needs, so that the local economy is not constrained, and potential investment is not diverted elsewhere or lost.

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<sup>6</sup> Association of Convenience Stores (2015) Planning for Diverse Local Centres. Available at: <https://www.acs.org.uk/sites/default/files/planning-guide.pdf>

- 7.48 The Council is required to positively promote competitive town centre environments and manage their growth. It is important to provide for Retail, Commercial and Leisure uses that are appropriate and realistic to the role of centres in the borough's settlement hierarchy, set out in Policy SP02 Managing Growth, and the retail hierarchy, set out in PC08 Retail Hierarchy of Designated Centres. These should be based on the current state of centres and opportunities to meet development needs in full. In this regard, meeting retail needs and planning for the future of town and district centres are intrinsically linked.
- 7.49 Retail needs are traditionally split into two categories; convenience goods and comparison goods. More recently, the proportion of restaurants and cafes has also increased in the High Streets.
- Comparison goods: often products from High Street shops clustered together, purchased relatively infrequently by consumers and so prices, features and quality levels are often compared before purchasing. Examples include clothing and appliance stores.
  - Convenience goods: often products of habit or impulse, easily found by consumers and inexpensive enough for most to purchase. A prime example is goods sold in foodstores.
- 7.50 Short to medium term capacity figures up to 2020 suggest surplus of available convenience goods expenditure could support an additional 2,151 sqm net (3,074 sqm gross), primarily concentrated in Brentwood Town Centre. In the long term, surplus expenditure at 2030 could support 3,833 sqm net of sales floorspace (5,475 sqm gross) in the borough as a whole.
- 7.51 For comparison goods, the surplus expenditure could support an additional 1,193 sqm net (1,591 sqm gross) by 2020 across the borough. The surplus expenditure at 2030 could support 4,844 sqm net (6,458 sqm gross). The vast majority of this surplus is for Brentwood Town Centre, with only a very limited amount identified for the rest of the borough.
- 7.52 There is also requirement for 2,954 sqm gross of food and drink (A3-A5) floorspace and 1,654 sqm gross of other class A1 service uses up to 2030. No specific provision is made for these uses as these needs can be met through the planning application process in line with other policies in the Plan.
- 7.53 As available sites in Brentwood cannot accommodate full retail floorspace needs, the remaining amount of retail floorspace would need to be allocated in smaller Designated Centres or strategic residential allocations. Residential-led allocations creating new and improved village centres at Dunton Hills and West Horndon will contribute to the borough's remaining local retail needs. New retail floorspace will serve the local community. Residential-led mixed use development at West Horndon will provide the opportunity to create an improved village centre near to the railway station. This will include new retail floorspace to serve the village and local area. This will need to complement rather than compete directly with the existing local shops.

## **POLICY PC08: RETAIL HIERARCHY OF DESIGNATED CENTRES**

### **The retail hierarchy and Designated Centres**

- A. The Council will promote the continued roles and functions of the Designated Centres to positively contribute towards their viability, vitality, character and structure. The Designated Centres and Primary Shopping Area are detailed in Figure 7.7 and shown on the Brentwood Policies Map.
- B. The retail hierarchy of Designated Centres in Brentwood Borough is as follows:
  - a. Brentwood Town Centre should be the first choice for retail, leisure and main town centre uses.
  - b. District Shopping Centres will be a focus of more localised retail, commercial, flexible work space, community facilities and services that reduce the need to travel and contribute towards more sustainable and neighbourhood-scale living.
  - c. Local Centres include small shops of a local nature, serving a small catchment. They have an important role in providing day to day shops and services that are accessible to residents in villages and rural parts of Brentwood, especially in areas more remote from the larger centres.

### **The sequential approach and impact assessment**

- C. Retail, leisure, office and other main town centre uses will continue to be directed to these centres in line with the sequential approach to retail development locations set out in the NPPF<sup>7</sup>.
- D. Development should contribute positively to the attractiveness, vitality, safety, environmental quality, historic character, employment opportunities and social inclusiveness of these centres.
- E. Change of use of upper floors above commercial premises to working space and/or residential will be encouraged provided that reasonable facilities and amenities are provided for, that development does not result in the loss of ancillary storage space or other beneficial use to the extent that it would make a ground floor unit unviable, and that the development would not prevent off street servicing of any ground floor unit.
- F. Any retail developments proposed outside these centres must be subject to a retail impact assessment, where the proposed gross floorspace is greater than 2,500 sqm. A retail impact assessment may be required below this threshold

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<sup>7</sup> Paragraph 86

where a proposal could have a cumulative impact or an impact on the role or health of nearby centres within the catchment of the proposal.

Designated Centres <sup>8</sup>	Primary Shopping Area <sup>9</sup>
<b>Town Centre</b>  A Town Centre is often the principal centre(s) in a local council area. In rural areas, they are likely to be market towns and other centres of similar size and role which provide a range of facilities and services.	
Brentwood Town Centre	Brentwood High Street
<b>District Shopping Centres</b>  District Shopping Centres usually comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies, and restaurants, as well as local public facilities such as a library.	
Shenfield Hutton Road	Hutton Road
Warley Hill	n/a
Ingatestone High Street	Ingatestone High Street
The main service centre of Dunton Hills Garden Village <sup>10</sup> (DHGV)	(to be informed by the South Brentwood Growth Corridor Masterplan)
<b>Local Centres</b>  Local Centres usually include a range of small shops of a local nature, serving a small catchment. Typically, Local Centres might include, amongst others, shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot food takeaway and a laundrette.	
West Horndon Village Centre Blackmore Village Centre	n/a

<sup>8</sup> The definitions used in this figure were adopted from Association of Convenience Stores (2015) Planning for Diverse Local Centres. Available at: <https://www.acs.org.uk/sites/default/files/planning-guide.pdf>

<sup>9</sup> Primary Shopping Area is defined in the NPPF as an area where retail development is concentrated. For policy requirements, see Policy PC11 Primary Shopping Areas and supporting text.

<sup>10</sup> The designation of DHGV service centre(s) as a District Shopping Centre and/or Local Centre(s) and any subsequent Primary Shopping Area will be informed by the South Brentwood Masterplan and further retail evidence.

245-267 Ongar Road	
Brook Street Post Office	
Church Lane	
Doddinghurst Post Office, Doddinghurst Road	
Herongate Post Office, Brentwood Road	
1-23 Eastham Crescent	
200-216 Rayleigh Road	
60-74 Woodland Avenue	
Hanging Hill Lane Post Office, Hanging Hill Lane	
Blackmore Road	
Kelvedon Common Post Office, Church Road	
Danes Way/Hatch Road	
2-8 Harewood Road	
245-267 Ongar Road	
Stondon Post Office, Ongar Road	
The Keys, Eagle Way	

**Figure 7.7: Brentwood Designated Centres on the Retail Hierarchy<sup>11</sup>**

7.54 The NPPF places emphasis on the sequential approach with regard to the location of new retail provision. It also promotes mixed-use development (particularly the incorporation of residential uses) and the retention of main town centre uses<sup>12</sup>. The sequential approach is reflected in the network of centres set out in this policy, defined to meet retail and service needs and support the local businesses and communities. The position of a centre in the hierarchy reflects its size and range of services and facilities, as well as the size of its catchment. In particular:

- a. Brentwood Town Centre is the social, cultural and economic focus of the borough and attracts many visitors. It has good access to major roads and rail links and benefits from a refurbished, high quality shopping environment. The sequential approach suggests that it should be the first choice for retail, leisure, community, employment and main town centre uses.

<sup>11</sup> Please note the retail hierarchy could be updated as development come forward and as part of future Local Plan review.

<sup>12</sup> Main town centre uses are retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

- b. District Shopping Centres will be a focus of more localised retail, commercial and community facilities and services that reduce the need to travel. Shenfield, Ingatestone and Warley Hill fit this category due to their size and range of services.
  - i. Shenfield is home to a major railway station with fast train services into central London. It will be the terminus for Elizabeth Line and it is vital that the most is made of this opportunity to invest in improving Shenfield's retail offer.
  - ii. The increased number of passengers travelling through and using Elizabeth Line at Brentwood Station and hence Warley Hill could lead to a demand for additional or improved retail and service facilities over and above the identified floorspace requirements. There are limited short term opportunities for additional development in the vicinity of this stations and Warley Hill, but in the longer term, sites could become available to meet anticipated future needs.
  - iii. Ingatestone has the largest village centre in the borough, an attractive local service and convenience centre with a train station.
  - iv. There is potential for DHGV to have a District Shopping Centre and/or additional Local Centre(s). An appropriate amount of retail floorspace would also be required to meet local needs in the south of the borough, reduce generated trips by car to other centres as well as contribute to the local economy. The designation of a District Shopping Centre and/or additional Local Centre(s) and any subsequent Primary Shopping Area at DHGV will be informed by the South Brentwood Growth Corridor Masterplan and further retail evidence, and considered as part of future Local Plan review.

In the existing District Shopping Centres, development options for additional retail floorspace are currently limited. The future strategy for these centres should focus on the reoccupation of vacant units and small-scale intensification and extensions (Brentwood Retail and Commercial Leisure Study, 2014)<sup>13</sup>.

- c. Local Centres include shopping parades, individual shops and facilities such as small supermarket, newsagent, post office, takeaways and pharmacy providing for the day-to-day needs of local communities. Such facilities are often valued by elderly people and those without access to private transport who often rely on facilities being available locally. These facilities provide a convenient and sustainable choice within walking distance. Local Centres are therefore an important component of community life and must be afforded proper planning protection and support, with regard to any related development proposal that may affect their provision.

7.55 Aside from the Designated Centres identified above, small parades comprising of less than ten units, albeit not covered by this policy, are still an important feature within a neighbourhood and could be included within a Neighbourhood Plan.

<sup>13</sup> Nathaniel Lichfield & Partners (2014) Retail and Commercial Leisure Study. Available at: <https://www.brentwood.gov.uk/pdf/19122014124931u.pdf>



- 7.56 The Council will look favourably upon the change of use to office space, flexible working space, incubation units or grow-on<sup>14</sup> space above existing commercial development, as and where appropriate. These types of development would not only provide a re-use of under-used or unused floor space that can lead to neglect and deterioration of a building, but also address the retail trend, demand of commercial workspace and facilitate business expansions.
- 7.57 Residential development often plays an important role in ensuring the vitality of centres; therefore, residential development on appropriate sites and/or above existing commercial premises are encouraged.
- 7.58 New development should be of a type and scale appropriate to the centre it is located within and/or close to.
- 7.59 While greater use of public transport, cycling and walking is central to sustainable development, it is recognised that in order to maintain the viability of shopping centres, there will continue to be a justification for appropriate levels of shoppers' short-stay and/or on street car parking. It is necessary to ensure that the economic viability of the Town Centre and its ability to continue to compete with other shopping centre is not undermined by the inability of shoppers being able to find a secure, safe, well laid out parking space in reasonably proximity to the shops. At the same time, car parking provision must not be made at the expense of the local character. Current parking provision in and around some existing Designated Centres currently have negative visual impacts yet not always meet parking spaces demands of shoppers and visitors. Therefore, proposed retail parking provision must be carefully managed so that it meets local demands without adding to congestion or undermining the streetscape and the attractiveness of alternatives to the car. Developers should refer to Policy BE17 Parking Standards for further information.

## **POLICY PC09: BRENTWOOD TOWN CENTRE**

- A. The Council will conserve the positive qualities of Brentwood Town Centre while enhancing and improving negative aspects of function and appearance.
- B. Development in the Town Centre should contribute to the Council's aim of improving the capacity and quality of the public realm throughout Brentwood Town Centre, contribute to a vibrant High Street and the surrounding Conservation Area in line with the Town Centre Design Guide.
- C. Shopfronts and signage have significant impacts on its surroundings therefore proposals are required to incorporate high quality, attractive shopfronts that

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<sup>14</sup> Grow-on space could be understood as space for small growing businesses with around ten employees plus; that is, businesses that have grown to the extent that they are too large to be accommodated in incubator space or enterprise centres, but are still too small to occupy large, often freestanding, offices or factory/workspace units. Essex County Council (2016) Grow On Space Feasibility Study, available online.

enhance the street scene, in line with the Council's adopted Town Centre Shopfront Guidance SPD.

- D. Where necessary, design must incorporate technology and property management, parking and traffic movement mitigations to reduce congestion.

#### **Chapel Ruins, Baytree Centre and South Street areas**

- E. This area provides a link to strategic sites on the High Street therefore improving its permeability and integration into the wider public realm network will create a more welcoming and flexible space at the heart of the Town Centre, enable its historical settings to be celebrated. Proposals should demonstrate how they:
  - a. contribute to the enhancement of public realm around Chapel Ruins and the Conservation Area, retain and enhance their significance and character;
  - b. complement the retail function and maintain or add to the vitality, viability and diversity of the Town Centre, by means such as mixed-use schemes that include retail, leisure and residential;
  - c. facilitate safe and pleasant pedestrian movement through improved alleyways, lighting, wayfinding and landscaping; and
  - d. assist in uplifting and transforming the Baytree Centre and integrate it with the other parts of the Town Centre.

#### **William Hunter Way, Chatham Way Car Park and Crown Street**

- F. The Council will work with developers and partners to improve the public realm links in these areas, and through the redevelopment of the car parks, create a mixed-use scheme to provide new residential, retail, flexible working space and commercial floorspace.
- G. Proposals in these areas should demonstrate how they:
  - a. contribute to the improvements to frontages and public realm through landscaping and redevelopment;
  - b. provide additional shopfronts and double fronted shops, if development involves the rear of premises on the north side of the High Street;
  - c. facilitate safe and pleasant pedestrian movement through improved alleyways lighting, wayfinding and landscaping; and
  - d. re-provide an appropriate quantum of parking, ensure that parking is well designed and integrated into the public realm.

### Linkages to Brentwood station

- H. Improvements to the rail service to London will increase Brentwood Town Centre's regional public transport accessibility. The Council will seek to enhance public realm and way finding around Brentwood station, foster a stronger sense of place and sense of arrival, improve the linkages from the Town Centre to the station, with Kings Road being the primary focus.
- I. Proposals should demonstrate how they:
  - a. contribute to the enhancement of public realm around Brentwood station, Kings Road and Kings Road junction through design, landscaping and redevelopment;
  - b. facilitate safe and convenient traffic movement with priority given to pedestrians and cyclists, by means such as improved junctions, cycle paths, lighting and wayfinding;
  - c. add to the vitality and vibrancy of the Town Centre by providing an appropriate mix and balance of uses including residential, employment, commercial and amenity spaces; and
  - d. provide an appropriate quantum of parking, whilst ensure that parking is well designed and integrated into the public realm.

- 7.60 The Retail and Commercial Leisure Study (2014)<sup>15</sup> outlines that Brentwood Town Centre has the largest quantum of convenience and comparison goods floorspace in the borough and offers a number of other services including restaurants, banks and evening venues. It has a high-quality shopping environment, distinctive offer, 'niche' independent shops, as well as a variety of evening entertainment. These must be supported and developed further.
- 7.61 In line with national guidance the Council aims to support the viability and vitality of the Town Centre by directing new retail, commercial and leisure provision here and encouraging new investment and improvements. Development should balance the requirements of those who live, work, shop, and enjoy leisure time via a diverse range of use and an efficient, convenient network of public transport, cycling and walking routes.
- 7.62 The Brentwood Town Centre Design Plan (2017)<sup>16</sup> establishes a vision and consider how to deliver new development that contributes to enhancing the town through improved links and key opportunity sites. William Hunter Way car park and the Chapel Ruins, Baytree Centre and South Street areas, among others, are key development opportunities identified in the

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<sup>15</sup> Nathaniel Lichfield & Partners (2014) Retail and Commercial Leisure Study. Available at: <https://www.brentwood.gov.uk/pdf/19122014124931u.pdf>

<sup>16</sup> Levitt Bernstein (2017) Brentwood Town Centre Design Plan. Available at: <http://www.brentwood.gov.uk/designplan>

Brentwood Town Centre Design Plan. This policy points towards the need for development proposals to achieve these aims.

- 7.63 The redevelopment of sites along William Hunter Way offers an excellent opportunity for the Town Centre to grow and meet local needs. It is a former service road north of Brentwood High Street that faces directly onto the rear of High Street premises. The car park and servicing spaces on the southern side of William Hunter Way are underutilised and untidy. Opportunities exist to redevelop the car park for a mix of uses including residential improve this frontage and public realm. It will be important to enhance the local environment through improved pedestrian links, encouraging double fronted units, and high-quality design. This would attract more visitors and additional investment. To achieve this, it is vital that the development is carefully integrated with the High Street and not seen as a separate destination. The loss of public parking provision on William Hunter Way car park should be re-provided with an appropriate quantum for the same reasons identified above.
- 7.64 Travelling north, from the south of Brentwood Town, Brentwood railway station serves as a gateway into the Town Centre. However, currently links to the Town Centre are hindered by a number of physical barriers such as car dominated public realm, a lack of wayfinding support, and undefined pedestrian and cycle routes. There is a poor sense of arrival at Brentwood Station. In addition, the layout of junctions at other gateways into the Town Centre also favour car rather than pedestrian movement. Movement within the Town Centre is a key issue to address, the High Street is fairly weak in terms of providing a positive pedestrian experience to use, move through and congregate within the Town Centre. Therefore, it is important to enhance the public realm and encourage pedestrian movement, starting with improving the Town Centre's connectivity with Brentwood station and its immediate surroundings, and address the current 'drop off' experienced by pedestrians reaching either end of the High Street.
- 7.65 In addition, parking space design and provision near Brentwood railway station should take into account the potential impacts of the Elizabeth Line. The Elizabeth Line once completed will provide very frequent services from Brentwood (and Shenfield) Stations to and through London. Whilst it is expected that this will have impacts on the local highway network both positive (as a result of additional rail trips) and potentially negative (with potential for increased travel by car to access the stations), at this stage the impact of the scheme is unknown and there will be a need to monitor and review the situation once the services are operational<sup>17</sup>. Any impacts identified should be addressed through the implementation and promotion of sustainable transport measures, for example promote use of non-car modes and the implementation of parking restrictions in the area. Developers should also refer to Policy BE17 Parking Standards and Policy BE16 Mitigating the Transport Impacts of Development.
- 7.66 Congestion at peak times and air quality are key issues around the Town Centre, innovative measures that incorporate technology and property management to mitigate the impacts of traffic and congestion would be favourably considered. For example, flexible office hours that avoid peak times, design and spacing of drive ways, introducing electrical parking points to encourage use of such vehicles, planning and delivering IT infrastructure to allow future implementation of emerging smart systems, smart car hire, etc.

<sup>17</sup> PBA (2018) Transport Assessment

- 7.67 It is vital that an appropriate mix of uses contribute to a vibrant Town Centre. Where appropriate, higher density development can help meet the need for more housing and local jobs. Efficient use of previously developed land and buildings should be made, such as making good use of upper floors above shops. High quality retailers should be attracted to compete with retail centres outside the borough. Major drivers of footfall in suitable locations will help increase the number of 'linked trips' to benefit all local services.
- 7.68 Development should respond to the character of Brentwood Town Centre Conservation Area, amended in 2010 to include the southern frontage of William Hunter Way in recognition of this underutilised land and to encourage high quality redevelopment that is sympathetic to the wider Conservation Area.
- 7.69 The Council is preparing a Town Centre Design Guide which sets out how development can contribute to these improvements. The Design Guide will be subject to public consultation. Once adopted as a Supplementary Planning Document, all applications within the identified areas will be expected to follow this guidance.

#### **POLICY PC10: MIXED USE DEVELOPMENT IN DESIGNATED CENTRES**

Within the boundary of Designated Centres as set out in Policy PC08 Retail Hierarchy of Designated Centres and defined on the Brentwood Policies Map:

- A. Mixed use development will be supported if it:
  - a. is in proportion to the scale and function of the centre;
  - b. contains an appropriate mix of ground floor uses; and
  - c. makes efficient use of the site and is considered to be of sufficient density.
- B. Proposals resulting in the loss of centre uses at ground floor level to non-centre uses, as defined in Figure 7.8, which results in an unacceptable mix of uses will not be permitted.
- C. Non-retail development that are classed as centre uses, as defined in Figure 7.8, should:
  - a. complement the retail function and maintain or add to the vitality, viability and diversity of the centre;
  - b. provision is made for an active frontage, such as a window display, which is in keeping with the character of the shopping area;
  - c. would not give rise to a detrimental effect, individually or cumulatively, on the character or amenity of the area through smell, litter, noise or traffic problems; and

d. proposals for new hot food takeaways (use class A5) within 400m walking distance from the entrance points of primary or secondary schools will be restricted in order to promote the health and well-being of school pupils. Exceptions will apply to Primary Shopping Areas within this 400m buffer zone. Hours of opening will be limited to after 5pm on school days and lunch time opening will only be permitted where schools within 400m do not allow pupils to freely leave school premises during lunch breaks.

D. Changes of use from retail to another centre use as set out in Figure 7.8 will only be permitted where the development would satisfy the above criteria and retain an appropriate mix and balance of uses which will provide for the needs of local residents.

E. Proposals for separate units of retail, offices, leisure, cultural, community facilities and residential on upper floors are supported provided that the use would have a safe and convenient access, a separate refuse and recycling store, and would not inhibit the functioning of the ground floor use. Centre uses and employment uses should be given priority over residential uses unless it can be demonstrated that this would lead to an imbalance of uses.

7.70 The NPPF recognizes that diversification is key to long-term vitality and viability of town centre, to 'respond to rapid changes in the retail and leisure industries. Locating a variety of land uses close together reduces the need to travel, brings jobs and essential services closer to where people live and enhances community safety. For example, uses such as building societies, banks, estate agents, restaurants, takeaways etc., attract people into the centres for services and entertainment and are often linked to a shopping trip; restaurants, takeaways and public houses contribute to the attractiveness and vitality of an area, providing variety and activity during and outside normal business hours.

7.71 The nature of mixed-use development varies depending on location. The variety of uses increase and physical distribution of uses becomes more concentrated closer to Brentwood Town Centre. This is also true to a lesser extent in the borough's District Shopping Centres and Local Centre. In these areas, the mix of uses will be assessed at a local level. In Brentwood Town Centre, the mix of uses will be addressed on individual sites. In all cases, successful mixed-use development depends on the complementary nature of uses within the development itself and its immediate surroundings. Residential development can also give rise to demand for additional community facilities. For example, a community hall, medical facilities, education or local shopping provision may be required, or improvements to existing provision made, to meet the needs of new and existing residents.

7.72 Too great a concentration of non-retail uses can undermine the primary role of the Designated Centres for retailing, leading to a reduction in the range and choice of goods available and potentially isolating some retailers from the main shopper/pedestrian flows upon which they depend. It is important to consider location and siting and ensure

incorporation of window displays to overcome potential problems associated with the creation of 'dead frontages'.

- 7.73 Policy PC10 is written in the context of the need to retain retail for the benefit of a centre, but it is also recognised that the transition to online shopping and a high number of vacant units are damaging their vitality. For this reason, changes in shopping trends and technology need to be taken into account as part of future development assessment.
- 7.74 Proposals resulting in the loss of centre uses at ground floor level to non-centre uses would only be considered when there is substantial evidence of non-viability showing that the premises are not reasonably capable of being used or redeveloped for a centre use despite active marketing to encourage potential occupiers. An economic assessment of the sale or lease price the property is offered at may form such evidence.
- 7.75 Hot food takeaways (use class A5) are considered town centre uses and should not be permitted beyond designated centres and retail areas. However, hot food takeaways contribute to the mix of centre uses, they are often linked to obesity and other adverse effects on health and amenity through, noise, cooking smells, inappropriate short-term parking and late night congregation. Over-abundance of this type of use can displace other shops and food options and impact on the vitality and viability of town and village centres. It is therefore important that they do not dominate the local retail food offer in Designated District Shopping and Local Centres.

## **POLICY PC11: PRIMARY SHOPPING AREAS**

- A. Retail use should remain the predominant use in Primary Shopping Areas as set out in Policy PC08 Retail Hierarchy of Designated Centres, and defined on the Brentwood Policies Map.
- B. Proposed retail development will be supported if they:
  - a. contribute to the area's attractiveness, accessibility and vibrancy by adding to or providing a range of shops to meet local needs, including opportunities for small, independent shops;
  - b. would not result in subdivision of an existing large retail unit;
  - c. be fully integrated with the existing shopping area; and
  - d. facilitate safe, convenient and pleasant pedestrian movement through improved lighting and landscaping.
- C. Proposals resulting in the loss of retail uses at ground floor must demonstrate that:



- a. the use is no longer viable, by evidence of active marketing to the public for at least 12 months, showing that the premises are not reasonably capable of being used or redeveloped for a retail use; and
  - b. development would not result in 3 or more non-retail use units in adjoining premises.
- D. Proposals for retail and commercial leisure development outside the borough's Primary Shopping Areas over 2,500 square metres will only be permitted provided an accompanying impact assessment can satisfactorily demonstrate that:
- a. associated travel demand can be satisfactorily accommodated by the transport network with appropriate mitigation;
  - b. the proposal does not give rise to any detrimental impact on amenities in the surrounding area; and
  - c. travel by more sustainable forms of transport than the private car will be achieved.

- 7.76 Primary Shopping Area is defined in the NPPF as an area where retail development is concentrated.
- 7.77 In addition to providing opportunities for small, independent 'niche' shops, the Council seeks to retain existing large retail units in Primary Shopping Areas. These should not be subdivided as they can be a major driver of footfall. Subdivision would reduce the ability to attract major retailers, potentially increasing pressure for out of-town retail floorspace which in turn would undermine the Town Centre viability. This policy aims to strike a balance between these potentially competing market forces, ensure a broad range of dynamics and shopping opportunities.
- 7.78 Retail developments are significant trip attractors and should be located in places that are well-connected by public transport, many retail trips are potentially walkable or able to be reached by cycling, improving the attractiveness of these modes through improved public realm will support the vitality of the Primary Shopping Areas. Proposals that contribute to such aim will be considered positively.
- 7.79 Historically, non-retail uses were resisted in Primary Shopping Area; however, changes in retail trends and technology need to be taken into account as part of future development assessment.



## POLICY PC12: NON-CENTRE USES

Proposals for non-centre uses in the Designated Centres should demonstrate how they:

- a. complement the retail function and makes a positive contribution to the vitality, viability and diversity of the Designated Centre it is located within;
- b. would not create an over-concentration of non-centre uses which are harmful to the function of the centre;
- c. provision is made for an active frontage in keeping with the character of the shopping area;
- d. would not give rise, either alone or cumulatively, to a detrimental effect on the character or amenity of the area through smell, litter, noise or traffic problems. Demonstrates any potential related problems can be overcome satisfactorily to protect amenities of surrounding residents. Details of extraction, filtration, refrigeration or air conditioning units should be submitted with any application; and
- e. for proposals creating more than two residential flats above ground floor level, the development would not result in the loss of ancillary storage space or other beneficial use to the extent that it would make a ground floor unit unviable, and the development would not prevent off street servicing of any ground floor unit.

- 7.80 To avoid an overconcentration of non-centre uses this policy aims to strike a balance between competing uses, ensure a broad range of businesses, provide for a reasonable dispersal of uses throughout the centres and integrate non-retail uses into the general shopping environment.
- 7.81 Proposals in and around Brentwood Town Centre area should be in line with the adopted Shopfront Guidance SPD, the Town Centre Design Plan and the Town Centre Design Guide.

Centre uses (uses suitable at ground floor level in the Designated Centres and Primary Shopping Areas)	Non-centre uses (uses not suitable at ground floor level in the Designated Centres and Primary Shopping Areas)
<ul style="list-style-type: none"> <li>• Shops (A1 uses)</li> <li>• Financial and professional services (A2 uses)</li> <li>• Cafés and restaurants (A3 uses)</li> <li>• Drinking establishments (A4 uses)</li> <li>• Takeaways (A5 uses)</li> <li>• Hotels (C1 uses)</li> <li>• Non-residential institutions such as healthcare, nurseries, schools, libraries and places of worship (D1 uses)</li> <li>• Assembly and leisure (D2 uses)</li> <li>• Certain sui generis uses typically found in centres, including theatres, nightclubs, amusement arcades, launderettes, tattooists, beauty parlours</li> </ul>	<ul style="list-style-type: none"> <li>• Business uses, including offices, research and development (B1)</li> <li>• General industry (B2)</li> <li>• Storage and distribution (B8)</li> <li>• Residential institutions (C2 and C2a)</li> <li>• Residential (C3)</li> <li>• Houses in multiple occupation (C4)</li> <li>• Other sui generis uses</li> </ul>

Figure 7.8: Uses suitable and not suitable at ground floor level in Designated Centres and Primary Shopping Area

## POLICY PC13: NIGHT TIME ECONOMY

After-hours cultural, entertainment and leisure uses in Designated Centres will be encouraged as part of mixed use development. After-hours leisure should raise standards and broaden the appeal of the night-time economy. Proposals should:

- be safe and welcoming;
- allow people to walk and cycle around the centre with ease;
- offer a vibrant choice of leisure and entertainment for a diversity of ages, lifestyles and cultures, including families and older people;

- d. provide a mix of activities that reinforce local character and identity;
- e. would not give rise, either alone or cumulatively, to a detrimental effect on the character or amenity of the surrounding residential area through smell, litter, noise or traffic problems. Proposals should demonstrate any potential related problems can be overcome satisfactorily to protect amenities of surrounding residents; and
- f. provide evidence of responsible management and stewardship arrangements to ensure there is no disturbance to surrounding properties and residents or harm to surrounding area amenity.

7.82 This policy aims to positively manage the night-time experience to overcome negative public perceptions by creating a high-quality environment that is safe, convenient and enjoyable for all.

## Community Infrastructure

### **POLICY PC14: PROTECTING AND ENHANCING COMMUNITY ASSETS**

The Council recognises the importance of community assets, including those registered as Assets of Community Value (ACV), as part of social infrastructure and seeks to ensure that:

- a. existing community assets will be protected from inappropriate changes of use or redevelopment;
- b. new facilities should be easily accessible by public transport, cycling and walking and will be prioritised in Designated Centres;
- c. development proposals that provide high quality, inclusive community assets that addresses a local or strategic need and supports service delivery strategies will be supported;
- d. development proposals that seek to make best use of land, including the co-location of different forms of community assets and the rationalisation or sharing of facilities, will be encouraged and supported;

- e. development proposals that would result in a loss of community assets will be discouraged unless it can be demonstrated that:
  - i. there are realistic proposals for re-provision that continue to serve the needs of the neighbourhood and wider community; or
  - ii. the loss is part of a wider public service transformation plan which requires investment in modern, fit for purpose infrastructure and facilities to meet future population needs or to sustain and improve services.
- f. redundant community assets should be considered for full or partial use as other forms of social infrastructure before alternative developments are considered.

- 7.83 Community assets can cover a wide spectrum and include land, services and facilities such as village halls, community centres, libraries, parks, green spaces, and buildings for sports, leisure, healthcare, education, social, arts and cultural activities. However, not all land and buildings are community assets. Locality, the nationwide network for community-led organisations, suggests that land and buildings are only community assets if they are capable of generating a profit that can be reinvested into activities that benefit the community<sup>18</sup>.
- 7.84 Community assets are a part of social infrastructure and play an important role in improving good quality of life, stimulating and supporting social cohesion and interaction, as well as developing strong and inclusive communities. They provide opportunities to bring different groups of people together, contributing to social integration and the desirability of a place.
- 7.85 For example, the provision of childcare facilities including nurseries, integrated nursery centres, playgroups, crèches and child-minding networks, is important to increase economic activity rates, to improve the quality of life of parents and children and to reduce social exclusion. Good quality leisure and sport facilities support and encourage people to lead healthy lifestyles, raising the quality of life for local residents. Leisure, cultural and entertainment facilities help attract people to the borough as a place to work, visit and live.
- 7.86 It is therefore important that new and replacement facilities support new and existing communities, respectively. These should also facilitate the growth of the borough by providing sufficient capacity to accommodate community need and demand.
- 7.87 The Council will work collaboratively with service providers, developers and relevant stakeholders, including the local community, to fully understand existing and future social

<sup>18</sup> <http://locality.org.uk/services-tools/support-for-community-organisations/ownership-and-management-of-land-and-buildings/>

infrastructure needs and plan appropriately for these, including through the Community Infrastructure Levy.

- 7.88 The loss of social infrastructure can have a detrimental effect on a community. The Council seeks to protect its existing community assets through other relevant Local Plan policies. Where a development proposal leads to the loss of a facility, a replacement that continues to meet the needs of the neighbourhood it serves will be required.
- 7.89 It should be noted that Assets of Community Value (ACV) are subject to additional protection from development under the Localism Act 2011. The Localism Act 2011 introduced the Community Right to Bid which provides a new right for residents to nominate certain local public or privately-owned buildings or land as being an asset of community value. The Council is obliged to consider all nominations received and include the building or land on the ACV list, if the current use or a recent past use of the asset has furthered the social well-being or social interests of the community and can continue to do so. Once an asset is included in the ACV list it will remain on that list for five years, after that re-application will be necessary. During this time, the owner cannot dispose of it other than to a community interest group, without the community having six months to put together a bid to buy the asset. The Brentwood most up to date ACV list and how to nominate an asset are available to view in the Council's information database, DataShare<sup>19</sup>.
- 7.90 Proposals for new and replacement facilities will be supported where there is a local need. This need will be demonstrated through a local need assessment. This is particularly important where existing deficits in community or leisure provision have already been identified.
- 7.91 When new developments generate the need for new community facilities, the need should be met by on and off-site provision, in line with Policy SP04 Developer Contributions.
- 7.92 This policy should be read in conjunction with Policy SP04 Developer Contributions, Policy HP12 Planning for Inclusive Communities, Policy PC15 Education Facilities, and Policy PC16 Buildings for Institutional Purposes.

## **POLICY PC15: EDUCATION FACILITIES**

- A. The change of use or re-development of existing or proposed educational establishments and their grounds will not be permitted unless:
- a. it can be clearly demonstrated that the use of the site is genuinely redundant and no other alternative educational or community use can be found; or
  - b. satisfactory alternative and improved facilities will be provided; or

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<sup>19</sup> <http://opendata.brentwood.gov.uk/>

- c. the area of the site to be redeveloped is genuinely in excess of government guidelines for playing field provision, taking into account future educational projections.
- B. Where there is a demonstrable need for new educational facilities, planning permission will be granted for appropriate and well-designed proposals which broadly meet the criteria for new education facilities set out in the ECC's Developers' Guide to Infrastructure Contributions.
- C. The Council recognises the differences in location and design requirements between rural and urban based new education proposals in the borough and will assess applications accordingly.
- D. Where necessary, the Council will utilise planning obligations or CIL to help mitigate any adverse impacts on an educational facility and assist in delivering development that has a positive impact on the community.
- E. Developers should engage with the Local Education Authority at the earliest opportunity and work cooperatively to ensure the phasing of residential development and appropriate mitigation, in line with ECC's Developers' Guide to Infrastructure Contributions, is identified in a timely manner to ensure appropriate education provision can be secured.
- F. Proposals for educational facilities in the Green Belt will be looked into positively where a requirement for a Green Belt location is demonstrated and with regard to Green Belt policies, including Policy NE09 Green Belt, and NE10 New Development, Extension and Replacement of Buildings in the Green Belt.

- 7.93 Further information regarding requirements for educational facilities over the Plan period is detailed in the Council's Infrastructure Delivery Plan. This policy should be read in conjunction with Policy SP04 Developer Contributions, Policy PC14 Protecting and Enhancing Community Assets, as well as infrastructure requirements set out under site-specific policies in Chapter 9.
- 7.94 Education in this section relates to early years, primary, secondary and further education provision for all children and young people, including those with special educational needs and/or disabilities, and where residential elements may form part of the provision. Higher education and other types of education such as language schools are not included in this policy.
- 7.95 Established schools and related educational facilities make a major contribution to community use and provide essential support to increased housing growth. Education providers and institutional users will be encouraged to improve facilities and make efficient use of their assets and landholdings. Where feasible, providers will be encouraged to share

their assets with the wider community to improve health and social well-being, subject to site specific context and wider impacts.

- 7.96 Easy access to good quality educational provision is important for supporting economic growth, developing strong sustainable communities, promoting economic prosperity and sustaining quality of life. It is therefore appropriate for new residential development to contribute towards the cost of education provision, either towards the expansion of existing facilities, or, in some cases, towards the funding of a new school, through planning obligations and the Community Infrastructure Levy (CIL) as appropriate.
- 7.97 Essex County Council (ECC) as the Local Education Authority has the responsibility for early years and school place planning. Through this process, ECC identifies the need for school places and identifies surpluses or deficits through a 10 Year Plan for School Places currently covering the period 2019-2028. Whether the change of use or redevelopment of independent schools would be considered surplus to educational requirements will be considered on a case by case basis.
- 7.98 The Council will continue to work with ECC to determine what additional education facilities and local education services will be needed as a result of planned future development. The Council will seek contributions from developers to fund required infrastructure, in line with Policy SP04 Developer Contribution.
- 7.99 Regard should be given as to how teachers, parents and pupils will access the nearest primary and secondary school and encourage sustainable travel to and from the school. Development should seek to ensure that children and young people can walk or cycle to school safely on designated safe routes through new developments in line with Policy BE13 Sustainable Means of Travel and Walkable Streets, and Policy BE14 Sustainable Passenger Transport. Such routes should be planned from the outset of development and not retrofitted into a scheme's design.

### Early years and childcare

- 7.100 The Council, as advised by ECC, will seek new early years and childcare facilities preferably co-located with new primary schools, where appropriate, and which will be funded through developer contributions. Sufficient early years and childcare provision also needs to be considered alongside other essential services and infrastructure. It may prove necessary to locate new early years and childcare facilities close to major new employment locations, where demand is identified.

### Primary and secondary schools

- 7.101 The NPPF stresses the importance on ensuring sufficient and choice of school places to meet existing and future needs. Where growth is to be located, it will be essential to ensure the delivery of education facilities is undertaken in a timely and phased manner. Additional school places can be provided either by the expansion of existing schools/ academies or the opening of new “free schools” or academies. However, existing primary schools, especially in the Brentwood urban area are generally close to capacity, with limited space on site to expand, but there is generally a high level of capacity at secondary schools.
- 7.102 Whilst faith schools and academies may have sufficient site area to expand this would need the agreement of the Anglican Diocese of Chelmsford/Roman Catholic Diocese of

Brentwood or the academy trusts responsible for these schools/ academies. This is particularly relevant as a significant proportion of schools/ academies located within the borough are faith schools.

- 7.103 When considering the housing applications, the interests of schools will be taken on board. This is likely to involve reserving suitable sites for new schools on strategic allocation. Developers should refer to the required site areas set out in the ECC's Developers' Guide Education Supplement.

## **POLICY PC16: BUILDINGS FOR INSTITUTIONAL PURPOSES**

- A. Where there is a demonstrable need for the facilities, as a result of existing deficiency or regeneration or new development, planning permission will be granted for appropriate and well-designed proposals in sustainable locations on sites of sufficient size.
- B. Redevelopment, change of use to, or new buildings for institutional purposes will be permitted where the Council is satisfied that:
  - a. the scale, range, quality and accessibility of facilities are improved;
  - b. the proposal is within or in close proximity to the community that the facilities are intended to serve;
  - c. the site is easily accessible by public transport, walking and cycling, impacts on the transport network are mitigated to an acceptable level and parking provision is in line with Policy BE17 Parking Standards; and/or
  - d. the impact of any associated residential development is mitigated.

- 7.104 By their nature, institutional uses can generate considerable traffic and other activity. The siting of such a facility, therefore, needs to be carefully considered in terms of impact on the transport network and on neighbouring properties. Any site should be easily accessible, particularly by public transport, walking and cycling. Residents or users of such buildings may benefit from being near social or community facilities, for example: shops, post office, medical facilities, and community halls.
- 7.105 As with other development or changes of use, there should be no loss of existing residential accommodation.





## 8. Natural Environment

- 8.1 The policies in this chapter seek to ensure future development avoids and/or positively mitigates the impact on the natural environment and achieves sustainable, well-designed places that promote community well-being. The policies help deliver Strategic Objective 4.

SO4: Deliver Beautiful, Biodiverse, Clean and a Functional Natural Environment, where resources are carefully managed to avoid adverse impact; and where our natural heritage is protected, ecosystem services are restored and enhanced and integrated back into the built environment through multi-functional green and blue infrastructure.

- 8.2 The borough of Brentwood currently enjoys a varied built and natural landscape. From the main urban area of Brentwood with its green wedges, and the settlements of Shenfield, Pilgrims Hatch and Hutton at its core, to the dispersed, yet neighbouring northern villages and the more distant villages in the south; it is set within the varied landscape of intrinsic character and beauty within the Essex countryside. This enables Brentwood residents to enjoy the best of both worlds – the urban and the rural benefits - leading to the descriptive reference as the Borough of Villages.
- 8.3 While Brentwood currently enjoys this rich and varied natural landscape, the pressure to grow and accommodate change must not be complacent to this privileged position. The policies in this section, therefore, aim to ensure this natural heritage is protected and enhanced for future generations to enjoy. The policies aim to:

- a. maintain the character of Borough of Villages, while improving public access in between through ecological networks and green infrastructure;
  - b. harness the characteristics and intrinsic value of the landscape to inspire landscape-led developments throughout Brentwood;
  - c. Conserve and enhance sites of significant international, national and local geological, ecological and landscape value;
  - d. minimising the impacts and providing opportunities for net gains for biodiversity through habitat improvements and establishing ecological networks and green infrastructure provision;
  - e. maintaining the character and ecology of the Essex Wildlife Trust living landscapes; and
  - f. preventing unacceptable levels of soil, air, water, noise and land pollution, ensuring development contributes to improvements in local environmental conditions.
- 8.4 The Council is committed to the conservation and enhancement of the natural environment in line with the NPPF (2018, Section 15). The Council has a duty under the Natural Environment and Rural Communities (NERC) Act 2006 and the Wildlife and Countryside Act 1981 to have regard to biodiversity conservation and the positive conservation management of Local Wildlife Sites (LWS) within the borough.
- 8.5 Future growth is planned in sustainable locations to ensure that the quality of our environment is valued and sustained. Consideration for integration, conservation and enhancement of the natural and built environment to promote the health and well-being of inhabitants is paramount. This will be achieved through the considered management of development in line with the government's 25 Year Environment Strategy and NPPF<sup>1</sup>.

## Summary of Natural Assets

- 8.6 The majority of the landscape is dominated by Wooded Farmland comprising of undulating areas of deciduous and mixed woodland interspersed with arable fields, mature hedgerows, smaller pastures and paddocks, and narrow lanes. Brentwood has 15 areas of ancient woodland. The Thames Chase Community Forest Area covers the south and south-west of Brentwood. The Thames Chase Plan (2016)<sup>2</sup> describes the landscape as 'Land of the Fanns', comprising of marshy land/low lying district with fens, forests and farming; Fanns being a Saxon term for low marshy land or a low-lying district. This area provides an inspirational image of a forest landscape that is being developed to Community Forest principles.

<sup>1</sup> HM Government (2018) A Green Future: Our 25 Year Plan to Improve the Environment. Available at: <https://www.gov.uk/government/publications/25-year-environment-plan>

<sup>2</sup> The Thames Chase Trust (2016) The Thames Chase Plan. Available at: [http://www.thameschase.org.uk/uploads/TC\\_Plan\\_Summary.pdf](http://www.thameschase.org.uk/uploads/TC_Plan_Summary.pdf)

- 8.7 The south of the borough is dominated by the Horndon Fens characterised by widespread arable agriculture with a flat landscape dominated by large field patterns and hedgerows.
- 8.8 The Roding River Valley in the north-west comprises of linear patches of woodland along the valley with mature hedgerows.
- 8.9 Amongst this backdrop are a number of interspersed Country Parks, namely St Faith's, Weald, Hutton, Warley, Thorndon and Merrymeads.
- 8.10 Warley, Weald and Thorndon area are also on Historic England's Register of Historic Parks and Gardens of special Historic Interest in England.
- 8.11 The borough contains three Sites of Special Scientific Interest (SSSI): Curtis Mill Green, Thorndon Park and The Coppice, Kelvedon Hatch. Hutton Country Park is also a statutory Local Nature Reserve, while there are additionally 147 Local Wildlife Sites (LWS), identified for their value as semi-natural habitats and for their role in environmental education and public engagement with wildlife. In the Mill Green area, lies the Forest of Writtle, which is a designated Ancient Landscape. All these sites are important landscapes recognised for their special cultural, horticultural, historic and landscape qualities.
- 8.12 Other natural features of conservation interest include commons, small copses, trees, tree belts, woodlands, ponds and watercourses and hedgerows. Recreational impacts already pose a challenge to conserving these sites. Ancient hedged landscape of narrow lanes links historic farmsteads and hamlets in the Brentwood Countryside.
- 8.13 A number of sites within or partly within Brentwood are also classed as the Living Landscapes<sup>3</sup>: Havering and Brentwood Ridge (19), Thorndon Woods (23), Ramsden Heath and Woods (34), Writtle Forest (36), Upper Roding: Abbess to M25 (18), Lower Roding: M25 to Chigwell (17) and Tylers Common (22).

## Protecting and Enhancing Natural Heritage

### **POLICY NE01: PROTECTING AND ENHANCING THE NATURAL ENVIRONMENT**

- A. The Council will support proposals which minimise the use of natural resources and proactively conserve and enhance the quality of the natural

<sup>3</sup> <https://www.essexwt.org.uk/living-landscapes>

environment according to their international, national and local significance, aiming to achieve:

- a. ecological connections between significant sites through multi-functional green and blue infrastructure provision;
  - b. biodiversity net-gain across all green and blue infrastructure;
  - c. ecological and ecosystem restoration; and
  - d. habitat and species conservation and enhancement (both statutory and non-statutory, including priority habitats and species) of international, national and local importance commensurate with their status.
- B. Proposals will not be permitted if potential impacts will lead to the deterioration or loss, either direct or indirect, of the borough's natural designated and non-designated heritage assets, including biodiversity, geodiversity, landscape character and any other aspect of ecological potential, priority habitats and/or species, water cycle, green wedges, ancient woodlands and landscapes.
- C. Development should avoid adverse impact on existing natural heritage assets as a first principle and enable net gains by designing in landscape and biodiversity features and enhancements. Where adverse impacts are unavoidable, they must be adequately and proportionately mitigated in accordance with their international, national and local significance. Proposals must demonstrate how they have taken all necessary steps of avoidance, minimisation and then mitigation; if insufficient to fully address adverse impacts, consideration will be given to compensation measures. Following this process, a proposal will only be supported subject to the following hierarchy:
- a. where a site of international importance, being a Special Area of Conservation (SAC), Special Protection Area (SPA) or Ramsar site, would be affected, there has to be exceptional overriding reasons of human health, public safety or environmental benefit; impact on these international (European) sites will also be subject to Policy NE02;
  - b. where a site of national importance, such as a Site of Special Scientific Interest (SSSI) or National Nature Reserve (NNR), would be affected, there has to be exceptional circumstances where the need for, and the benefits of, the proposal significantly outweigh both the potential impacts on the features of the site that make it of national importance and any broader impacts on the national and regional network of such sites; and
  - c. where a site of local importance, such as a Local Wildlife Site (LWS), a protected species, a priority habitat or species, a site of local or regional importance, the achievement of water body good ecological potential, or the biodiversity value of the proposed development site as part of the

wider network, would be affected, the need for and the benefits of the proposal must clearly outweigh the assessed impacts.

- D. Proposals will be required to demonstrate that all potential adverse impacts on natural heritage assets are accompanied by an appropriate appraisal, investigating all individual and cumulative potential impacts and demonstrate what measures are to take place to avoid adverse impacts. Where appropriate development proposals will be required to be accompanied by:
- a. an ecological survey as appropriate to the nature and scale of the proposal, identifying links to similar ecosystems within proximity of the development site in line with Policy BE18 Green and Blue Infrastructure;
  - b. a landscape scheme detailing new planting requirements and where appropriate, replacement trees of a value commensurate or greater to that which is lost, boundary treatments and proposals for ecological enhancement;
  - c. an arboricultural assessment detailing the measures to conserve and/or justification for the removal of any trees or hedgerows during on-site construction;
  - d. details of landscaping maintenance arrangements; and
  - e. a method statement for any land raising and/or dispersal of excavated or dredged materials.

- 8.14 Areas of landscape, biodiversity and geodiversity interest and local distinctiveness within the borough will be protected from harm and their retention; enhancement and restoration will be encouraged. Where feasible, proposals should promote the use of trees, hedges, wildlife gardens, allotments, ponds, green roofs/walls, roosting boxes and wider habitat creation. In exceptional circumstances, where the landscape, biodiversity, social or economic benefits of a proposal are considered to outweigh the loss of a feature, impact on landscape character, or existing habitat, development may be permitted subject to adequate compensatory measures being implemented. In line with the NPPF, planning permission will not be permitted for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss.
- 8.15 Local Wildlife Sites are a network of 147 diverse assemblages of ecologically important sites within the borough, identified as part of the Local Wildlife Site Review (2012).
- 8.16 The Council acknowledges the sensitive biodiversity sites just beyond the borough boundary, including Basildon Meadows SSSI, Norsey Wood SSSI and Epping Forest SSSI

and Special Area of Conservation. Proposals likely to have an adverse effect on these neighbouring sites will be assessed per policy NE01 above.

- 8.17 Where there is a confirmed presence, or reasonable likelihood, of a legally protected species or priority species on an application site, the applicant will be required to demonstrate that adverse impacts upon the species have been avoided, and where they cannot be avoided adequately mitigated. Mitigation must conform to the requirements of relevant legislation and Natural England Standing Advice. Where impacts cannot be adequately mitigated, the proposal will not be permitted.
- 8.18 All stages of development must be considered when assessing the impact and cumulative impact on wildlife sites both within and in proximity to the borough of Brentwood.
- 8.19 The Council will take a precautionary approach where insufficient information is provided about avoidance, management, mitigation and compensation measures. The Council will secure management, mitigation and compensation measures through planning conditions/obligations where necessary.
- 8.20 Proposals that result in a net gain in Habitat value will in principle be supported, subject to other policies in this Plan. Where Priority Habitats are likely to be adversely impacted by the proposal, the developer must demonstrate that adverse impacts will be avoided, and impacts that cannot be avoided are mitigated onsite. Where residual impacts remain, offsite compensation will be required so that there is no net loss in quantity and quality of Priority habitat in the borough of Brentwood.
- 8.21 The Council supports the Essex Wildlife Trust Living Landscape's vision to 'restore, recreate and connect wildlife habitats'. Within each Living Landscape, opportunities for the preservation, restoration and recreation of priority habitats, ecological networks and populations of priority species will be supported in order to conserve and enhance strategic wildlife corridors and habitats in Essex. Development proposals that would deliver these opportunities will in principle be supported, subject to other policies within this Plan. Development resulting in a significant adverse impact on the ecological function of these Living Landscapes will be refused.
- 8.22 In addition to the statutory protections and obligations for designated sites, proposals must also demonstrate how they are responding to:
  - a. the Essex Biodiversity Action Plan (2011);
  - b. the Essex Wildlife Trust Living Landscapes vision; and
  - c. the Thames Chase Plan.

## **POLICY NE02: RECREATIONAL DISTURBANCE AVOIDANCE AND MITIGATION STRATEGY (RAMS)**

- A. New residential development within the RAMS Zone of Influence will be subject to proportionate contributions to deliver all mitigation measures identified (including strategic measures) through project level HRAs, to mitigate any recreational disturbance impacts in compliance with the Habitat Regulations and Habitats Directive.
- B. Proposals will need to implement on-site options for avoidance and/or reduction in recreational disturbance impact through sensitive layout and design measures and green and blue infrastructure proportionate to the scale of the development.
- C. The Council will seek appropriate financial contributions towards off-site mitigation as prescribed in the Essex Coastal RAMS mitigation strategy and the Epping Forest RAMS mitigation strategy (as applicable).

- 8.23 Development in the borough has the potential to increase the recreational pressures and disturbance on existing European Level sensitive habitats, the Essex Estuaries Special Area of Conservation (SAC), Crouch and Roach Estuaries Special Protection Areas (SPA) and Epping Forest Special Area of Conservation.
- 8.24 Recreational disturbance has been further considered in an Appropriate Assessment which identifies the need to prepare Recreational disturbance Avoidance and Mitigation Strategy (RAMS) for these locations.
- 8.25 Following consultation with Natural England, a RAMS is being prepared on behalf of nine district /borough councils and Southend and Thurrock unitary authorities, to cover the Essex Estuaries SAC and Crouch together with the Roach Estuaries SPA, the Colne and Blackwater Estuaries SPAs and Ramsar sites, to clarify the area of potential impacts (within the Zone of Influence) with a view to their subsequent adoption as a Supplementary Planning Document (SPD) with an associated charging schedule. This work has assessed the Zones of Influence for each of the habitat sites and where residential development is proposed in these Zones, mitigation for in combination impacts is required.
- 8.26 A similar assessment process is being carried out for the Epping Forest Special Area of Conservation involving the local planning authorities that have been identified as having the potential for impact by their geographical proximity to Epping Forest. The detailed evidence base has now been prepared and has identified the new residential development Zones of Influence of these internationally important protected biodiversity sites.
- 8.27 Any residential development that is likely to affect the integrity of these European sites will be required to either contribute towards mitigation measures identified in the RAMS or, in

exceptional circumstances, identify and implement bespoke mitigation measures to ensure compliance with the Habitat Regulations.

- 8.28 Prior to the adoption of a Supplementary Planning Document, or similar, development in the Zones of Influence will be required to make an appropriate assessment of the in combination impact of the development and identify suitable mitigation proposals, in line with Natural England advice.

### **POLICY NE03: TREES, WOODLANDS, HEDGEROWS**

- A. Development will not be permitted where it would have a detrimental effect on, or result in the loss of, significant landscape heritage or a feature of ecological importance, including trees, woodlands or hedgerows.
- B. A development proposal will only be supported where it seeks to conserve and enhance any existing tree, woodland, hedge and/or hedgerow of value that would be affected by the proposed development.
- C. Where potential adverse impacts on trees, woodland, hedges and hedgerows is unavoidable, a proposal must demonstrate that the impact has been investigated. Where investigations show that such adverse impacts are possible a statement will be required to:
  - a. assess all trees, woodland, hedges and/or hedgerows that are likely to be affected by the proposal, describing and assessing their value;
  - b. set out how the details of the proposal have been decided upon in terms of their impact on the value of trees, woodland, hedges and hedgerows and how adverse impacts will seek to be avoided, or if unavoidable how they will be minimised.
- D. The loss, threat or damage to any tree, woodland, hedge and/or hedgerow of visual, heritage or nature conservation value will only be acceptable where:
  - a. it is addressed firstly by seeking to avoid the impact, then to minimise the impact, and finally where appropriate, to include mitigation measures; or
  - b. there are sound arboricultural reasons to support the proposal.
- E. Where impacts remain the need for, and benefits of, the development in that location must clearly outweigh the loss, threat or damage.
- F. Where loss, threat or damage cannot be fully addressed through minimisation and/ or mitigation measures the proposal may be supported if alternative measures such as reinstatement of features, additional landscaping, habitat



creation or tree planting, will compensate for the harm and can be implemented and established before development starts.

- G. Proposals for major scale development will be required to include additional new trees to form part of the landscaping for the proposal, the form of which will be determined by negotiation.
- H. Trees or groups of trees subject to Tree Preservation Order protection will be protected from damage or removal, including their root protection zone.

- 8.29 Advice is available to woodland owners from the Essex Farming and Wildlife Advisory Group, Essex County Council, Thames Chase Project Team or the Forestry Commission as to the most appropriate management of their sites. Woodland management must comply with the UK Forestry Standard and follow practices laid down in the Forestry Commission's Environmental Guidelines. In any new woodland planting scheme, the Council will seek the planting of tree and shrub species suited to the sites and aims of the scheme. Where conservation is the primary objective, there will be a presumption in favour of native species. The Forestry Commission is the Statutory Authority with powers to provide grant aid and issue Felling Licences. The Forestry Commission is also charged with the administration of the Environmental Impact Assessment (Forestry) Regulations (1999).
- 8.30 Trees and hedgerows are protected in the Town and Country Planning Act 1990, the Tree Regulations 2012 and Hedgerow Regulations 1997. The Council understands that the contribution that trees, either as woodland or individual specimens and hedgerows, make to the landscape is significant. In particular, the range of benefits for wildlife and people they provide.
- 8.31 Trees, woodlands, hedges and hedgerows provide important habitats for a range of species, provide shelter, help reduce noise and atmospheric pollution and also store carbon dioxide, helping to mitigate against climate change. They add to the character and quality of the local environment, can have historic value (e.g. ancient woodlands) and can offer recreation opportunities supporting health and well-being.
- 8.32 Trees, woodlands, hedges and hedgerows, wherever appropriate, should be incorporate within a landscape scheme. This can assist in integrating the scheme into the wider local environment by providing some mature, established landscape elements. When this cannot be achieved, or it is known that trees are being lost to disease, mitigation or replacement compensatory measures will be required to ensure no loss to the overall value to the environment. These should be secured by condition or through a S106 Agreement.
- 8.33 Some specific trees or groups of trees are of particular value, such that their removal would have a significant impact upon the local environment and its enjoyment by the public. Where they are potentially under threat, the Council will make Tree Preservation Orders (TPO) to protect them. Where trees are covered by TPOs, the policy is intended to safeguard them from damage or removal unless there are overriding reasons for the development.

- 8.34 A hedge or hedgerows is generally found within a settlement and often has an amenity or ornamental role; a hedgerow is more commonly found in a rural setting, although some old hedgerows remain within settlements and often provide field boundaries and may comprise a range of native species. They make an important contribution to the character of an area and may be historically and occasionally archaeological important. They also contribute significantly to biodiversity. Therefore, like trees, hedgerows should be conserved for their amenity, biodiversity and historic value. Development that is likely to impact hedgerows must be subjected to an assessment against the criteria of the Hedgerow Regulations 1997.
- 8.35 If a hedgerow is deemed to be important under the Hedgerow Regulations, development proposals must demonstrate that adverse impacts upon the Important Hedgerow will be avoided, and impacts that cannot be avoided are mitigated on-site.
- 8.36 In considering development proposals, the Council will normally expect the retention and beneficial management of any existing hedgerow; where a hedgerow is to be removed, the Council will, where appropriate, require its replacement with native species, either within or neighbouring sites, as part of its mitigation strategy, or demonstrate how it will contribute to biodiversity net-gain through other appropriate habitat creation.
- 8.37 In granting planning permission for new development, where significant hedgerows are to be retained, the Council will ensure that these hedgerows are given appropriate protection during the building works, through the use of planning conditions.

#### **POLICY NE04: THAMES CHASE COMMUNITY FOREST**

- A. Development proposals which fall within the Thames Chase Community Forest Area will be expected to make a positive contribution towards its implementation in addition to other relevant policies within the Local Plan.
- B. Developers will be expected to work collaboratively in partnership with the Land of the Fanns Partnership to develop scheme proposals through the masterplanning process, in line with Policy SP06 Effective Delivery of Development.

- 8.38 The Council supports the aims of the Thames Chase Plan, being:
- a. to conserve, improve and expand the woodland character of the Community Forest;
  - b. to sustain the natural integrity of the Community Forest's air, land and water including wildlife;
  - c. to integrate climate change adaption and mitigation responses into the developing Community Forest;

- d. to use the Community Forest to improve local health and well-being, volunteering, learning and employment; and
  - e. to enable effective partnership working from national to local level to maximise the impact of available resources.
- 8.39 Thames Chase is a community forest of 9,842 hectares located in more than 47 sites in London and Essex. Brentwood Borough Council is one of the four local authority partners along with the Forestry Commission, Essex County Council, the Woodland Trust, Essex Wildlife Trust, the London Wildlife Trust and The Royal Society for the Protection of Birds. Being one of 12 community forests established nationally since 1990, the forest covers over 500 hectares of woodland, common and recreational land within Brentwood Borough (about one quarter of the area of Thames Chase). Extended in 1999, the forest now incorporates Thorndon and Hartwood Sites of Special Scientific Interest (SSSI) and Warley Place Nature Reserve, with the area of the forest extending to the southern borough boundary and as far east as the A128.
- 8.40 Centred round regeneration, quality green space creation, management and community engagement, the Community Forest concept has increased woodland coverage from 9% to 15% locally, and secured funding to create over 330 hectares of new green space provision. Wider work involves extensive tree planting within the borough, opportunities for sport and recreation, wildlife conservation, agricultural and timber production.
- 8.41 The Thames Chase Plan provides a green framework, in line with the London Green Grid, for supporting Countryside Stewardship: woodland support applications and enhancing the local environment, including through landscaping, conservation works and upgrading of footpaths or bridleways. Such benefits are welcome, provided uses are consistent with wider Green Belt objectives, since they would not be considered as a justification for allowing inappropriate development in the Green Belt where development that would otherwise be unacceptable.
- 8.42 Thames Chase Plan<sup>4</sup> maintains the original commitment to developing strategic woodland, habitats and access on a forest-wide scale. However, there is a stronger emphasis on area-based project delivery that translates forest wide ambition into tangible, quantifiable initiatives on the ground. Brentwood Borough Council is a partner in the Land of the Fanns Partnership and supports the Landscape Conservation Action Plan (LCAP).
- 8.43 Landscaping proposals, both hard and soft, must form an integral part of development proposals. The Council will seek appropriate conditions and/ or planning obligations to secure the implementation of landscaping schemes and the replacement of trees, hedgerows or the conservation of natural features during the course of development. Payment for the maintenance and management of new landscaping may be sought and controlled via a planning obligation.
- 8.44 This policy provides a framework for conserving and enhancing biodiversity assets. The Council will support the creation, restoration, retention and enhancement of biodiversity interests. Where opportunities allow, the design of a development should incorporate beneficial biodiversity features, such as swift boxes, bat or bird boxes, bat bricks, green

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<sup>4</sup> Thames Chase Trust (2014), The Thames Chase Plan and Thames Chase Trust (2016), Land of the Fanns Partnership

roofs or the creation and connection of wildlife corridors through landscaping or other means. New water features such as attenuation ponds that can provide new wetland areas, removal of redundant in-channel structures and culverts, can also create and restore wildlife habitats.

- 8.45 Biodiversity enhancement should be considered from the start of the development process. This will be assessed on a proportionate basis taking into account the size and type of development and its location.
- 8.46 Impacts on existing biodiversity should be minimised and mitigated through measures such as returning hard standing to green space, the installation of green roofs, green walls, the provision of landscaping, or off-site provision such as new street trees in order to achieve the principle of no net loss of biodiversity. The principle of no net loss can be met through off-site provision where site constraints mean that it cannot be achieved on site. Any off-site provision must be secured robustly. Rainwater attenuation features should be incorporated to achieve greenfield run off rates where possible.

## Promoting a Clean and Safe Environment

### **POLICY NE05: AIR QUALITY**

- A. Development is required to meet or exceed the 'air quality neutral' standard, especially within Air Quality Management Areas (AQMAs) and where development is near to, or promotes, land uses to be used by those particularly vulnerable to poor air quality (such as children and older adults).
- B. Development proposals should minimise exposure to existing poor air quality and make provision to address local air quality exceedances through design solutions and measures such as the use of low or zero emission transport, reduced reliance on private motor vehicles, buffer zones around schools and other community infrastructure, amongst others.
- C. Development proposals should give equal weight to the consideration of indoor air quality, with building design solutions specifying proven ventilation systems, especially with proposals which consider energy efficient building solutions, to avoid the unintended consequences of poor indoor ventilation.

- D. An air quality impact assessment, based on current best practice, is required as part of the planning application for:
  - a. major developments;
  - b. employment led developments
  - c. developments which will require substantial earthworks or demolition;
  - d. developments which include education and health facilities or open space (including child play space);
  - e. new build developments in areas of sub-standard air quality; and
  - f. developments which propose the use of Combined Heat and Power, biomass boilers or similar solutions that might impact air quality.
- E. Where an air quality assessment indicates that a development will cause harm to air quality or where end users could be exposed to poor air quality, development will be resisted unless mitigation measures are adopted to reduce the impact to acceptable levels.
- F. New build developments which propose to provide any private, communal, publicly accessible open space or child play space in areas of sub-standard air quality are required to demonstrate that they have considered the positioning and design of the open space to reduce exposure of future users to air pollution.

- 8.47 AQMAs can be found on the Council's website. The Council will use planning obligations or conditions to ensure air quality impacts are addressed.
- 8.48 This policy aims to address existing air quality and ensure new development does not contribute to the worsening of air quality. Where necessary, the Council may require the development, through planning conditions, to undertake additional monitoring as part of the construction process, where the impact is deemed to be most significant.
- 8.49 Air quality assessment must also outline the measures to mitigate any adverse effects identified during construction or operation. This could include: reducing vehicular traffic levels, encouraging sustainable movement patterns, methods of carrying out construction, actions to reduce emissions throughout the lifetime of the building, reducing emissions from associated plant equipment, improving or greening the public realm, and ensuring decentralised energy facilities do not contribute to poor air quality. Best practice should be followed, such as Institute of Air Quality Management's (IAQM) Guidance on the assessment of dust from demolition and construction (2014).

- 8.50 Transport generated emissions are the main source of poor air quality in the borough. Monitoring data of air pollution in 2015 has shown that the air quality standard for nitrogen dioxide has been met since 2008, but four areas remain as problematic and defined as an AQMA designation. The areas that will remain as AQMAs are: M25/Brook Street Roundabout, A12/Warescot Road/ Hurstwood Avenue/Ongar Road, and A128/A1023 Junction (Wilson's Corner). Monitoring will continue and the AQMA areas adjusted accordingly.

#### **POLICY NE06: FLOOD RISK**

- A. Proposed development will be required to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change by:
  - a. applying the sequential test, directing development away from areas at risk of flooding, including those areas associated with surface water flood risk;
  - b. if necessary, applying the exception test;
  - c. safeguarding land from development that is required for current and future flood management; and
  - d. using opportunities offered by new development to reduce the causes and impacts of flooding.
- B. In areas designated as functional flood plains, or Critical Drainage Areas development will only be permitted in accordance with national policy and guidance, and then only if:
  - a. proposals are located in the lowest appropriate flood risk zone with regard to guidance set in the Brentwood Strategic Flood Risk Assessment as part of the sequential test;
  - b. development would not constrain the natural function of the flood plain, either by impeding flow or reducing storage capacity; and
  - c. development is constructed so as to remain operational even at times of flood through resistant and resilient design.
- C. Where development is permitted within flood risk areas, it must demonstrate that, where required, it will reduce fluvial and surface water flood risk and manage residual risks through appropriate flood mitigation measures, including emergency planning and response. These measures may include, but are not restricted to:

- a. land management, landscape and planting measures;
  - b. SuDS, including source control techniques;
  - c. water efficiency measures and, where appropriate, grey water use;
  - d. strategic water storage;
  - e. flow diversion and attenuation; and
  - f. property level protection, which can include appropriate finished floor levels, safe area(s), emergency flood planning and flood resilience measures.
- D. Applications will need to demonstrate that the sewerage provider has been contacted to identify whether the sewerage network has adequate capacity both on and off-site to serve the development and to assess the need to contribute to any additional connections for the development to prevent flooding or pollution of land and water courses.
- E. Where sewerage capacity is identified as insufficient, development will only be permitted if it is demonstrated that improvements will be completed prior to occupation of the development.
- F. Where the site is located within a Critical Drainage Area (CDA), development may have the potential to impact on the CDA in respect of surface water flooding. As a result of this, the site will require an individually designed mitigation scheme to address this issue.

- 8.51 This policy should be read in conjunction with Policy BE08 Sustainable Drainage, Policy NE01 Protecting and Enhancing the Natural Environment and Policy NE02 Recreational Disturbance Avoidance and Mitigation Strategy (RAMS).
- 8.52 Flood risk include risk from all sources of flooding, including from rivers, from rainfall, from rising groundwater, which can overwhelm sewers and drainage systems, and from reservoirs, canals, lakes and other artificial sources. Incidences of high rainfall are forecast to increase in intensity as a result of climate change. Developing inappropriately in areas at risk from flooding, can put property and lives at risk; therefore, this policy seeks to ensure this does not happen.
- 8.53 Flood risk in Brentwood Borough is not limited to areas in very close proximity to local watercourses. Much flooding within the borough is the result of rapid surface water runoff and ponding, in areas with low lying roads. This means that drainage is equally important for avoiding flooding.



- 8.54 This Plan has been subject to a Strategic Flood Risk Assessment (SFRA)<sup>5</sup> and Water Cycle Study<sup>6</sup> The Council has worked alongside Thames Water and Anglian Water to produce the Water Cycle Study to ensure there is sufficient capacity for water supply and waste water management, and to identify any gaps in capacity.
- 8.55 As a Lead Local Flood Authority, Essex County Council has produced Surface Water Management Plans for boroughs in Essex<sup>7</sup> and with updates to the Critical Drainage Areas (CDAs) for the borough. Potential development sites in areas of identified flood risk have been subject to sequential and exception tests.
- 8.56 The Council will work in partnership with the Environment Agency and the Lead Local Flood Authority (Essex County Council) to manage and mitigate flood risk. All development proposals in areas at risk of flooding will need to submit a Flood Risk Assessment (FRA) in accordance with Policy BE08 Sustainable Drainage, commensurate with the scale of the flood risk and recognising all likely sources of flooding - surface water, ground water and watercourse flood risk. Critical Drainage Area boundaries are provided by Essex County Council and should be considered.
- 8.57 The Brentwood Strategic Flood Risk Assessment (2018) maps flood risk zones in the borough, with surface water flooding shown most notably on the A12 north west of Brentwood and on roads around Ingatestone. Incidences of fluvial (river) flooding are recorded along the eastern boundary of the River Wid from Stondon Hall Brook, and the River Roding to the north of the borough. Areas at risk of fluvial flooding are mainly rural and include low lying areas south of the A127 west and east of West Horndon.
- 8.58 Major applications include a written drainage strategy that addresses the impact that new development will have on surface water flood risk and surface water quality and consider surface water risks to the site and downstream of the development. The strategy will need to demonstrate that these risks will be mitigated via the use of SuDS in line with national and local policy.
- 8.59 The Surface Water Management Plan for Brentwood Borough (201) used historical flood data from the flood risk assessment to determine the overall surface water flooding hotspots and then further modelling was carried out to understand the flooding mechanism and risks in more detail. The models were run with 30, 100 and 200 year rainfall events of various durations and the effects of climate change were investigated using the 100 year event. This identified a number of key areas as having significant flood risk which might benefit from mitigation options. Potential mitigation measures have been discussed and indicative costings provided.
- 8.60 The sequential test applies a hierarchical approach to avoiding and managing flood risk. In the first instance, this aims to locate development in a way that avoids flood risk to people and property, and manage any residual risk, taking account of the impacts of climate change.
- 8.61 Where a site-specific Flood Risk Assessment (FRA) is required, this should be considered by and approved by the Environment Agency in line with criteria set by national policy and

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<sup>5</sup> Wood (2018) Brentwood Strategic Flood Risk Assessment

<sup>6</sup> Wood (2018) Brentwood Water Cycle Study

<sup>7</sup> Essex County Council (2015) Brentwood Surface Water Management Plan



guidance. Development should be guided towards areas of lower flood risk through application of the sequential test and where applicable, an exception test will be required. The assessment will show the risk to the site in greater detail and advise on mitigation measures necessary.

- 8.62 The Brentwood Water Cycle Study (2018) identifies areas where there may be limitations to the waste water infrastructure and therefore where applicants need to carry out appropriate appraisals to assess whether the proposed development will lead to overloading of existing waste water infrastructure.
- 8.63 Developers are encouraged to refer to the Environment Agency's Flood Risk Standing Advice for planning applicants; early pre-application discussion with Brentwood Borough Council, Essex County Council as the Lead Local Flood Authority, and Environment Agency, is advised.
- 8.64 In line with the Local Plan spatial strategy, the Council wishes to ensure that sustainable development is achieved primarily through the regeneration and the redevelopment of previously developed sites. When considering the development of such sites, the Council will consider the potential risk of pollution arising from contamination and the impact on human health, property, biodiversity and the wider environment. However, contamination is not restricted to previously developed land but also occurs on greenfield sites and can arise from natural sources as well as from human activities.

## **POLICY NE07: CONTAMINATED LAND AND HAZARDOUS SUBSTANCES**

- A. Development proposals involving the use, movement or storage of hazardous substances will only be permitted within employment areas and planning permission will only be granted for development on, or near to land which is suspected to be contaminated, where the Council is satisfied that:
  - a. there will be no threat to the health or safety of future users or occupiers of the site or neighbouring land;
  - b. there will be no adverse impact on the environment and quality of local groundwater or quality of surface water; and
  - c. there would be no unacceptable adverse impacts on property.
- B. The Council will require applicants proposing development on or near known or potentially contaminated land to submit a detailed site characterisation and tiered risk assessment and to identify any remedial measures that need to be carried out (including remedial treatment and monitoring arrangements), provided in a detailed Remediation Scheme. Evidence of remediation should be to the satisfaction of the relevant statutory regulators.

- C. Planning permission will not be permitted for development on sites that lie near or adjacent to a hazardous substance site or notifiable installation, if the safety of the future occupiers of the development could be adversely affected by the normal permitted operations of the existing uses.

- 8.65 Where sites are known to be contaminated, or where contamination is subsequently discovered, the Council will require any planning application to be accompanied by a detailed report appraising the levels and extent of contamination together with measures that will remediate the contamination.
- 8.66 The adverse impact on the environment and quality of local groundwater or surface water should consider standards outlined in the ECC SuDS Design Guide (2016).
- 8.67 Where insufficient information is submitted with a planning application for a contaminated, potentially contaminated or suspected contaminated site, the Council will take a precautionary approach when making a decision.
- 8.68 In the context of development management, the Essex Contaminated Land Consortium's Land Affected by Contamination - Technical Guidance for Applicants and Developers (2014), provides detailed information on how to deal with land contamination. This provides guidance on how planning conditions may be used to secure suitable remediation when dealing with planning applications where contaminated land is identified.
- 8.69 The Planning (Hazardous Substances) Act 1990 aims to prevent major accidents and limit the consequences of such accidents. In considering any planning applications for development which may involve hazardous substances, the Council will need to be completely satisfied that the proposal will not constitute a hazard to existing communities or the local environment. Similarly, existing consents will be an important consideration in the determination of sensitive uses such as housing. In appropriate cases, the Council will therefore consult and liaise with the Health and Safety Executive to minimise potential risks.
- 8.70 Hazardous substances are defined by the Planning (Hazardous Substances) Regulations 1992. The Council is required to ensure that land use policies maintain and secure appropriate distances between establishments where hazardous substances are present, and residential areas, areas of public use and areas of national sensitivity or interest. The Council considers that it would be inappropriate to locate new development on or near to establishments where hazardous substances are present where this would harm public safety.
- 8.71 Similarly, it would be inappropriate to grant planning permission for development proposals to expand existing sites handling or processing hazardous substances where this would harm public safety. Should a developer have reason to believe a development site is contaminated, they must consult the Council as early as possible before an application is submitted.

- 8.72 Certain sites and pipelines are designated as notifiable installations by virtue of the quantities of hazardous substance stored or used. Where development is proposed within the consultation distance of notifiable installations, the Council is required to consult the Health and Safety Executive on the suitability of that development in relation to the risks that the notifiable installation might pose to the surrounding population.

#### **POLICY NE08: FLOODLIGHTING AND ILLUMINATION**

- A. Development proposals involving floodlighting or any other means of illumination (other than advertisements) will only be permitted where the scheme:
  - a. is appropriate for the intended use and has been appropriately designed to limit inappropriate light direction and intensity;
  - b. is energy efficient;
  - c. provides the minimum level of light necessary to achieve its purpose;
  - d. uses an appropriate light spectrum and specification that will not be harmful to nocturnal wildlife or human health;
  - e. minimises losses to the night sky and does not give rise to any increase in sky glow; and
  - f. ensures the appearance of the installation when unlit is acceptable, provides adequate protection from glare and light spill particularly in sensitive locations, such as residential areas, sites of nature conservation interest, and have no adverse effect on amenity, highway safety, landscape or historic character.
- B. Applicants will need to submit a full lighting strategy, proportionate to their application, specifying details of lights, their power and type, overall level and distribution of illumination and times of operation. Conditions may be imposed to restrict lighting levels and hours of use or require measures to be taken to minimise adverse effects.

- 8.73 External lighting can contribute to a healthy, safe environment, enhance the appearance of buildings and extend hours of operation of some activities such as sports; insensitive or excessive illumination can, however, have a harmful impact on the local area and on the enjoyment of the night sky, particularly in open countryside. Excessive lighting can be detrimental to residential amenity, health and, in some circumstances, can be a statutory nuisance. Light pollution represents a wasteful use of energy, contrary to the aims of sustainable development.

- 8.74 Whilst local residents acknowledge that street lighting for safety reasons is important (Brentwood Strategic Growth Options, 2015), they place a high value on being able to see the night sky and avoid unnecessary lighting (Brentwood Neighbourhood Consultation, 2011). Proposals for lighting or floodlighting of buildings, sport, leisure or other facilities should take into account the effect of light and lighting columns on the character and amenity of the surrounding area.
- 8.75 Applicants should also consider the effect of lighting in terms of sky glow, glare and light trespass, effect on wildlife, and any potential disturbance arising from the associated use. Proposals should be unobtrusive in terms of the light source and distribution of light, the aura created by the overall illumination and appearance of any structures upon which lights are mounted.
- 8.76 Where appropriate, the Council will control the location, form, timing and level of all external lighting and illumination.
- 8.77 Applicants should refer to the Institute of Lighting Engineers' guidance when considering the development and installation of lighting schemes. The Council will require a lighting strategy to accompany all full planning applications.
- 8.78 Lighting installations on listed buildings that materially affect their character, or illumination of some types of outdoor advertisements, will also require consent.

## Green Belt and Rural Development

### Green Belt Local Context

- 8.79 Brentwood Borough Council comprises a main urban area with villages dispersed north and south of the main town. All built-up areas are entirely within the London Metropolitan Green Belt. Brentwood is circa 15,312 ha in area, of which 13,700 ha of land is currently designated as Green Belt (over 89% of the borough). Brentwood currently makes up approximately 2.83% of the overall London Metropolitan Green Belt area. This makes Brentwood a borough with the sixth highest Green Belt area in England. This significantly limits land available for development within the borough and has created the sharp contrast between urban and rural areas with little or no urban fringe.
- 8.80 London Metropolitan Green Belt was established by the Town and Country Planning Act 1974 to control the outward spread of London into surrounding counties such as Essex, to ensure the land it kept permanently open. This designation has provided an important protection to the borough's countryside. The Council strongly supports the continued preservation of the Metropolitan Green Belt, as the rural countryside setting is central to the borough's character, which has remained largely unspoilt.
- 8.81 Given Brentwood's proximity to London and the road network, there is huge demand and pressure for development. The Council has had to make some difficult, but informed

decisions around the alternation of the Green Belt boundary, in line with national planning policy.

- 8.82 National policy is clear that, once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation of updating of development plans. Paragraph 136 of the NPPF (2018) states that strategic policies should establish the need for any changes to Green Belt boundaries, having regard to their intended permanence in the long term, so they can endure beyond the Plan period. Where a need for changes to Green Belt boundaries has been established through strategic policies, detailed amendments to those boundaries may be made through non-strategic policies, including neighbourhood plans.
- 8.83 The Sustainability Appraisal has examined fully all other reasonable options for meeting the borough's identified need for development and has concluded that the chosen site allocations are the least impactful and promote sustainable patterns of development.
- 8.84 Therefore, the borough's growth strategy has carefully selected sites and have prioritised: brownfield and previously development land, locations which are sustainable and do not result in the detrimental impact on important environmental designations, areas where the purposes of the Green Belt can still be demonstrated as being intact thereby maintaining the essential characteristics of 'openness'. These exceptional circumstances have resulted in a 1% release of land from the Green Belt and have defined the need for Green Belt boundary changes in Policy SP02 Managing Growth and depicted in Figure 3.2 Growth Areas. This release has had to be carefully balanced to ensure sustainable development can be achieved, and that the longer-term purpose, integrity and benefit of the Green Belt remains intact.

## Purpose of the Green Belt

- 8.85 The National Planning Policy Framework sets out the five main purposes of the Green Belt:
- i. to check the unrestricted sprawl of large built-up areas;
  - ii. to prevent neighbouring towns merging into one another;
  - iii. to assist in safeguarding the countryside from encroachment;
  - iv. to preserve the setting and special character of historic towns; and
  - v. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

## Encouraging the Beneficial Use of Green Belt

- 8.86 The NPPF (2018, paragraph 141) promotes the beneficial use of the Green Belt. It states that once Green Belts have been defined, local planning authorities should plan positively to enhance their beneficial use, such as looking for opportunities to provide access, to provide opportunities for outdoor sport and recreation, to retain and enhance landscapes, visual

amenity and biodiversity, or to improve damaged and derelict land. In Brentwood, there are many areas of the Green Belt which also perform other key environmental and recreational functions that must also be maintained in accordance with the relevant policies. For example, there are large areas of woodlands, golf courses, playing pitches, parks, extensive areas important for nature conservation including Hutton, Weald and Thorndon Country Parks, three Sites of Special Scientific Interest (SSSI) and 147 Local Wildlife Sites. There is also an extensive network of public rights of way providing public access to open countryside. Enhancement of these features is welcomed to maintain the beneficial use of the Green Belt.

- 8.87 Furthermore, the NPPF states that any development proposals within Community Forests in the Green Belt should be subject to the normal policies for controlling development in Green Belts. The Thames Chase Community Forest reaches across much of the south western area of the borough. The Thames Chase Community Forest offers a valuable opportunity for improving the environment by upgrading the landscape and providing for recreation and wildlife and this will be supported in line with national policy and guidance. The Council will encourage the beneficial use of the Green Belt, through opportunities to improve access, outdoor sport and recreation; retain and enhance landscapes, visual amenity and biodiversity; or improve damaged and derelict land.

## Proposals Affecting the Green Belt

- 8.88 In certain circumstances, development in the Green Belt will be deemed necessary to support rural economies, to ensure the sustainability of villages, as well as to allow for necessary upgrade of existing buildings and structures. Such development will be considered carefully in accordance with the provisions of the NPPF ensuring forms of development are not inappropriate in the Green Belt and to ensure that there will be no detrimental impact to the openness of the Green Belt. Paragraph 145 and 146 of the NPPF state when such exceptions might apply. Notwithstanding these exceptions, additional considerations of impact will be applied, in accordance with Policies.
- 8.89 It should be noted that some villages are deemed to be in the Green Belt, such as Fyerning, Great Warley, South Weald. Planning applications affecting these villages will be assessed in accordance with the Green Belt policies in the first instance; limited infilling in villages in the Green Belt may be permitted and accepted as appropriate, subject to ensuring no detrimental harm to the Green Belt, in line with policies NE9, NE10, NE11, NE12, NE14, NE15.
- 8.90 The following settlements are excluded from the Green Belt: Blackmore, Brentwood, Doddington, Herongate, Hook End, Hutton, Hutton Mount, Ingatestone, Ingrave, Kelvedon Hatch, Mountnessing, Pilgrims Hatch, Shenfield, Stondon Massey, West Horndon and Wyatts Green.

## Development in the Green Belt

- 8.91 Although Green Belt is not an environmental designation, it has enabled the preservation of the borough's countryside and is a key reason why the character of the borough has been

retained over time. The character of villages set amongst a high-quality countryside is intrinsically linked to Green Belt designation.

- 8.92 The (London) Metropolitan Green Belt was introduced as part of the Town and Country Planning Act in 1947 to check the urban sprawl of London into surrounding counties, such as Essex. National policy sets out the key functions of Green Belt, which are reflected in the Council's Local Plan policies.

## **POLICY NE9: GREEN BELT**

- A. The Metropolitan Green Belt within Brentwood Borough (as defined in the Brentwood Policies Map) will be preserved from inappropriate development so that it continues to maintain its openness and serve its key functions.
- B. All development proposals within the Green Belt will be considered in accordance with the provisions of the NPPF; development within the Green Belt will only be permitted if it maintains the Green Belt's openness and does not conflict with the purposes of the Green Belt or harm its visual amenities. Planning applications will not be supported, and will be refused if they:
  - a. are deemed to impact the five purposes of the Green Belt;
  - b. do not contribute to the beneficial use of the Green Belt;
  - c. are not considered appropriate development; and
  - d. other material considerations apply.
- C. Consideration will be given to Gypsy and Traveller allocations within the Green Belt as long as it meets the requirements set out in Policy HP08 Regularising Suitable Existing Traveller Sites.
- D. Consideration will also be given to planning applications related to not inappropriate sports and recreational facilities provided they meet the following criteria:
  - a. the openness of the Green Belt is not compromised;
  - b. in the situation for parking facilities, where appropriate, permeable surface should be considered to avoid surface water flooding;
  - c. where the relocation and/or replacement of a sport and/or recreational building is being proposed, the building footprint is to be no larger than the existing footprint; and



d. the proposal adheres to the policy requirements as set out in BE23 Open Space, Sport and Recreational Facilities.

E. Proposals related to sustainable energy technologies will be supported as long as it adheres to the requirements set out in this policy, Policy BE03 Carbon Reduction, Renewable Energy and Water Efficiency and Policy BE04 Establishing Low Carbon and Renewable Energy Infrastructure Network.

- 8.93 Green Belt is a policy designation which keeps land permanently open to prevent urban sprawl. The historical development of Brentwood has led to the current central urban areas of Brentwood and Shenfield separated by green wedges of Green Belt. The majority (89%) of the borough lies within the Green Belt and comprises a mix of villages, residential properties and agricultural land. This significantly limits land available for development within the borough and has created the sharp contrast between urban and rural areas with little or no urban fringe.
- 8.94 In order for Brentwood Borough to grow economically and to provide adequate housing for its population, land must be made available for such growth. Failure to do so might undermine the future prosperity of the borough. The proposed decamping of various existing employment sites onto a new strategic employment location at Junction 29 of the M25 releases further locations for sustainable housing development on brownfield sites. These locations have the ability of immediate access to existing communities and infrastructure.
- 8.95 To ensure the Metropolitan Green Belt continues to serve its key functions within Brentwood Borough, it will be protected from inappropriate development. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved, except in very special circumstances. When considering any planning application, substantial weight will be given to any harm to the Green Belt. 'Very special circumstances' is where the potential harm to the Green Belt, by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.
- 8.96 Notwithstanding the above, further development within the Green Belt will need to meet the requirements of Green Belt policy in the NPPF, be in accordance with other policies in this Plan, not harm its visual amenities, not compromise the openness of the Green Belt, nor increase the risk of urban sprawl.
- 8.97 Temporary and permanent traveller sites are inappropriate development in the Green Belt. However, certain existing sites are proposed to provide permanent provision, as set out in Policy HP08 Regularising Suitable Existing Traveller Sites.



## **POLICY NE10: NEW DEVELOPMENT, EXTENSION AND REPLACEMENT OF BUILDINGS IN THE GREEN BELT**

- A. Within the defined Green Belt, the construction of new buildings or structures is considered inappropriate development in the Green Belt. Exceptions to this are:
  - a. building for agriculture and forestry;
  - b. new buildings or extension for education and community uses which can demonstrate a requirement for a Green Belt location;
  - c. provision of not inappropriate facilities, including outdoor sport, outdoor recreation, cemeteries, burial grounds, and allotments, as long as development preserves the openness of the Green Belt and does not conflict with the purposes of including land within it, and the proposal adheres to Policy NE09 Green Belt and Policy BE23 Open Space, Sport and Recreational Facilities;
  - d. the extension or alteration of a building, provided that it does not result in disproportionate additions over and above the size of the original building; in case of a dwelling extension, the following conditions must also be met:
    - i. the existing dwelling is lawful, permanent, designed and originally constructed for residential use;
    - ii. a substantial identifiable part of the original dwelling remains in place;
    - iii. the design of the extension is appropriate to the host building and its setting and does not harm the openness or function of the Green Belt;
    - iv. applications to extend domestic curtilage into the Green Belt will not be permitted;
    - v. extension of a dwelling resulting from the conversion of a rural building will not be permitted, notwithstanding permitted development rights;
    - vi. in addition to all the criteria above, proposals to extend dwellings within the Green Belt but outside established areas in the Green Belt as identified in Policy NE11, the total size of the dwelling as extended (including conservatories) does not exceed the original habitable floor space by more than 30%; where appropriate, a condition will be imposed to prevent this habitable floorspace limitation from being exceeded through the implementation of permitted development right;

- e. the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces and the following conditions are met:
  - i. the proposal would not lead to an expansion or intensification of the activity on the site;
  - ii. any replacement dwelling will be expected to be located in the position of the existing dwelling, except where the local planning authority considers an alternative sitting to be more appropriate in Green Belt or amenity terms;
  - iii. where the existing dwelling is a bungalow, it should be replaced by a bungalow;
  - iv. extensions to replacement dwellings will only be permitted where the habitable floorspace of the replacement dwelling and the total habitable floorspace of any extensions permitted would not be greater than 30% above the original habitable floor area of the previous dwelling which had been replaced;
  - vii. in addition to all the criteria above, the replacement or substantial rebuilding of permanently occupied dwellings within the Green Belt but outside established areas in the Green Belt as identified in Policy NE11 will only be allowed subject to the following criteria:
    - (i) where the existing dwelling has not been previously extended or where it has been extended by less than 30% above the original habitable floor space: the floor space of the replacement dwelling will be no larger than 30% above the original habitable floor space; or
    - (ii) where the existing dwelling has been extended by more than 30% above the original habitable floor space: the replacement habitable floor space of the replacement dwelling will be no larger than the existing habitable floor space;
    - (iii) where appropriate, a condition will be imposed removing permitted development rights to extend the building, use the roof space for habitable purposes and erect walls, fences or further out-buildings, in order to prevent this habitable floorspace limitation from being exceeded;
    - (iv) the visual mass of the replacement dwelling should be no greater than that of the existing dwelling;

- f. limited infilling in villages and limited affordable housing for local community needs in accordance with other policies set out in this Plan;
  - g. limited infilling, or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development; and
  - h. local transport infrastructure which can demonstrate a requirement for a Green Belt location and would preserve the openness of the Green Belt and not conflict with its purposes.
- B. The Council will encourage the beneficial use of the Green Belt, through opportunities to improve access, outdoor sport and recreation; retain and enhance landscapes, visual amenity and biodiversity; or improve damaged and derelict land.
- C. The following settlements are excluded from the Green Belt as identified on the Brentwood Policies Map: Blackmore, Brentwood, Doddinghurst, Herongate, Hook End, Hutton, Hutton Mount, Ingatestone, Ingrave, Kelvedon Hatch, Mountnessing, Pilgrims Hatch, Shenfield, Stondon Massey, West Horndon and Wyatts Green.
- D. Microgeneration integral to individual new development are encouraged and may be acceptable under permitted development. Where permitted development does not apply, the renewable energy installations should not impact on the openness, function and permanence of the Green Belt or conflict with the purpose of the land within it. Proposals for larger scale renewable energy projects in the Green Belt will need to demonstrate very special circumstances.
- E. This policy is not intended to relate to uses created via the re-use of rural buildings.

8.98 National policy and guidance regard the construction of new buildings or structures as inappropriate development in the Green Belt. Paragraphs 145 and 146 of the NPPF outline when exceptions might apply, these include:

- a. agriculture and forestry buildings;
- b. new buildings or extension for education and community uses which can demonstrate a requirement for a Green Belt location;

- c. the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport outdoor recreation and cemeteries as long as these preserve the openness of the Green Belt;
  - d. extension or alteration of a building, provided it does not result in disproportionate additions over and above the size of the original building;
  - e. the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces and the re-use of buildings, provided that the buildings are of permanent and substantial construction;
  - f. limited infilling in villages, and limited affordable housing for the local community;
  - g. the partial or complete redevelopment of previously developed sites (brownfield land) which would not have a greater impact on the openness of the Green Belt than the existing development, or not cause substantial harm to the openness of the Green Belt.
  - h. local transport infrastructure which can demonstrate a requirement for a Green Belt location; and
  - i. the re-use of buildings provided that the buildings are of permanent and substantial construction.
- 8.99 The Council supports, in principle, the provision of new buildings for community or educational uses that can demonstrate a requirement for a Green Belt location. This is likely to be due to the location of the community or facility in which it serves. These types of buildings will only be permitted where they are required to serve the immediate local community and are not inappropriate; it is not intended for 'regional centre' type facilities to be located in the Green Belt.
- 8.100 Microgeneration integral to individual new development are encouraged and may be acceptable under permitted development. Where not permitted development, the renewable energy installations should not impact on the openness, function and permanence of the Green Belt or conflict with the purpose of the land within it. Elements of many proposals for larger scale renewable energy projects in the Green Belt will comprise inappropriate development (NPPF, paragraph 147); in such cases, only in very special circumstances will they be permitted. Very special circumstances in this context may include the wider environmental benefits associated with increased production of energy from renewable sources.

### Dwelling Extensions

- 8.101 Existing dwellings in the Green Belt benefit from the same permitted development rights as dwellings elsewhere (provided permitted development rights have not been removed). Extensions to properties can, however, lead to urbanisation, increases in population and activity in the Green Belt, and a loss of small dwellings. This policy therefore seeks to minimise harm caused to the Green Belt that might otherwise result from disproportionate additions and by resisting the loss of smaller dwellings, help maintain a choice of dwelling sizes in the borough.

- 8.102 The policy reference to 'original' means the dwelling as existing on 1 July 1948 even if the original dwelling has since been replaced. Where no dwelling existed on the date, then 'original' means the dwelling as first built. Extensions will only be allowed under the policy where the dwelling proposed to be extended remains intact on site. For the purposes of calculating floor space, gross internal measurements are used in all cases. This means measuring from the inside of external walls and includes the area of internal partitions, but excludes any stairwell area above ground floor.
- 8.103 Extension of domestic curtilages into the Green Belt leads to further urbanisation through construction of hardstandings, walls, sheds, etc. as well as increased activity generally, and change from rural to suburban/urban character is contrary to the aims of the Green Belt.

### Replacement Dwellings

- 8.104 Where new dwellings are permitted in the Green Belt, the Council will consider removing permitted development rights for extensions and outbuildings to prevent future additions where these cumulatively would add to the impact of the development on the Green Belt. Proposals to extend or erect outbuildings to such dwellings will not be permitted.
- 8.105 Criteria for replacement dwellings and substantial rebuilds set out in the policy are necessary to limit the amount of urbanisation that takes place in the Green Belt through increased occupancy potential and the inevitable visual impact resulting from redevelopment.
- 8.106 The floorspace of replacement dwellings in the Green Belt may be up to 30% greater than the original habitable floorspace. Subsequent further extensions to a replacement dwelling will only be allowed where this additional 30% was not provided to the full at the time the replacement dwelling was built. This allowance provides the opportunity to design a building that meets the aspirations for more accommodation while ensuring the overall visual mass is no greater than that of the original dwelling. The presumption that bungalows will be replaced by bungalows should help minimise the impact on the Green Belt and assist in the provision of accessible property in the borough.
- 8.107 In the interests of amenity, certain permitted development rights will, where appropriate, be removed by a condition attached to the permission. These might cover the erection of walls/fences and outbuildings. When a property is rebuilt, the investment involved is very likely to spread into the renewal of boundary treatment and the provision of garages or other measures which could have a strongly urbanising effect if not controlled.
- 8.108 In order to retain the integrity of the criteria applied to the re-use of rural buildings, the replacement of a dwelling formed under Policy NE15 Re-use and Residential Conversions of Rural Buildings will not be permitted.

## **POLICY NE11: ESTABLISHED AREAS OF DEVELOPMENT AND STRUCTURES IN THE GREEN BELT**

- A. Within established areas of frontage ribbon development included within the Green Belt listed below, planning permission for change of use to residential, new residential development on genuine infill plots, replacement of existing dwellings, or extensions to existing dwellings will be allowed subject to criteria set down in other policies in this Plan being satisfied. Relevant frontages are:
  - a. 39-47, 51-109 Coxtie Green Road;
  - b. 1-19 Bellhouse Lane;
  - c. Between Coppersfield and Greenoaks, Doddinghurst Road (Parkwood);
  - d. 1-13 (excluding 2), 21-56 (excluding 24, 26) Nags Head Lane;
  - e. the Thorns/ the Briars, Ongar Road;
  - f. 54-88 Billericay Road; and
  - g. 554-664 Rayleigh Road.
- B. New buildings and extension for education and community uses which can demonstrate a requirement for a Green Belt location should refer to Policy NE10 New Development, Extension and Replacement of Buildings in the Green Belt.

8.109 Within the Green Belt there are many established clusters of dwellings. The locations listed in this policy reflect planning consents that have occurred since the 1976 review of Green Belt boundary and the policy does not seek to create exceptions to the general Green Belt protection policy.

8.110 Continuing pressure exists for ribbon 'infill' development to take place between existing dwellings. If this pressure were acceded to, the character of the Green Belt within and around these areas would be irrevocably damaged over time and would result in the coalescence of villages and towns. The Council will, therefore, continue to resist strongly pressure to allow new development in those established clusters. However, there are a very few limited, well defined areas within the Green Belt where tight knit frontage ribbon development already exists which is sufficiently urban in character to allow some relaxation of Green Belt policy. Outside these defined areas, residential development will be permitted only in accordance with other policies in this Plan.

## POLICY NE12: PREVIOUSLY DEVELOPED LAND IN GREEN BELT

- A. Proposals for redevelopment of previously developed sites (brownfield) within the Green Belt will be permitted where redevelopment:
  - a. contributes towards local housing needs or provides new jobs;
  - b. would not have significantly greater impact on the openness of the Green Belt;
  - c. improves the setting of the Green Belt through more appropriate landscaping;
  - d. provides community benefits to both the new and existing local community;
  - e. supplies or improves travel links to nearby existing communities, such as villages; and
  - f. contributes to the borough's sustainable development principles as set out in other policies in the Plan.
- B. The Council will assess the proposed development based on the following:
  - a. the size, scale, massing and spread of new development compared to the existing;
  - b. the visual impact of the development compared to the existing;
  - c. the activities / use of the new development compared to the existing; and
  - d. whether the location of the site is sustainable and appropriate to the type of development proposed.

- 8.111 This policy is in place to recognise the potential opportunity provided by previously developed sites in the Green Belt to meet local needs. Such sites will be considered appropriate for redevelopment where they contain permanent buildings and are redundant or in continuing use, subject to meeting the policy criteria.
- 8.112 Previously developed sites in Green Belt provide locations to meet local housing needs within the existing development context of the borough. However, such sites are usually divorced from urban settlements, often remote, and do not provide for more than ten new homes on site. For these reasons, sites have not been identified and allocated for development. Although such sites do not meet the proposed spatial strategy for focusing new development in sustainable locations, they can allow for limited development

appropriate for local surroundings and as part of the purpose for including land within Green Belt.

- 8.113 Such sites can contribute to local need, particularly in the borough's rural areas, supporting villages by contributing to local services and providing new homes to allow for improved choices. It may also be appropriate for redevelopment to provide for other types of need, such as new jobs or community uses as outlined within the NPPF.

### **POLICY NE13: SITE ALLOCATIONS IN THE GREEN BELT**

- A. Sites allocated to meet housing needs in the Green Belt will be expected to provide significant community benefits, both for surrounding existing communities and those moving into new homes on site.
- B. These sites will be de-allocated from the Green Belt to allow development to take place and provide new defensible boundaries to protect the open countryside for future generations. Site boundaries to form the new Green Belt boundaries are set out on relevant sites in Appendix 2.

- 8.114 This policy is in place to ensure the cost of losing some Green Belt is repaid through significant benefits to new and existing communities. This will capture the uplift in land value for local benefit. These benefits are likely to be for different needs depending on the area, but could involve new community facilities, open space for public use, play areas, and investment in existing facilities. In addition, development will need to contribute to local education and healthcare needs in partnership with relevant providers/authorities.
- 8.115 New housing development in these locations will provide for a range of needs as advised by evidence, such as the Council's Strategic Housing Market Assessment, and local housing strategy. This could be to provide new starter homes, medium and larger family homes, and smaller units, for example, to allow older people to have a realistic option to downsize and free up larger homes for families. Such new homes will be fit for purpose to meet specific needs, meaning not all smaller units will be flats.
- 8.116 With this in mind, it will also be necessary to ensure the most efficient use of land is made in order to respond to the borough's higher housing need and limited capacity. Balancing development needs with borough character in line with strategic objectives and the spatial strategy will need to be considered.
- 8.117 This policy also sets out the principles of removing allocated Green Belt development sites from the Green Belt. This de-allocation will allow for planning applications to be considered within the context of policies within this Plan as well as national policy and guidance.



## Agricultural Workers Dwellings

- 8.118 The Council will protect the borough's rural areas from development that would adversely affect its landscape character, appearance, and function, by avoiding non-essential residential development. The Council also recognises that the maintenance of land in agricultural use helps the preservation of the rural area. However, to enhance and maintain the vitality of rural communities, exceptions may be made for the conversion of existing buildings, one-for-one replacement of existing dwellings; or where it is proven, a new dwelling to support an agricultural worker's employment requirements to live in close proximity to their place of work.

### **POLICY NE14: AGRICULTURAL WORKERS DWELLINGS**

#### **New Dwellings**

- A. Planning permission will only be granted for a new agricultural, horticultural, forestry worker's dwelling where:
- a. evidence has been submitted to the satisfaction of Brentwood Borough Council that there is a viable agricultural, horticultural or forestry business need for a permanent dwelling in that location;
  - b. there are no suitable alternative dwellings available or could be made available in the locality to meet the needs of the agricultural holding;
  - c. there is a long-term need for agricultural worker dwellings;
  - d. the size and accommodation levels to be included in the proposed dwelling is commensurate with the needs of the holding; and
  - e. the development is in all other respects acceptable against other relevant policies in the plan and the requirements as set out in the NPPF and NPPG.
- B. Conditions will be attached to any permission limiting the occupancy to that required for the holding concerned or other agricultural use nearby.

#### **Removal of Occupancy Conditions on Existing Dwellings**

- C. Planning permission will be granted for the removal of a restrictive agricultural worker occupancy concerned or other agricultural use nearby where it can be evidenced that there is no long-term need for an agricultural worker's dwelling in the locality.

- 8.119 It is recognised that in some limited circumstances there may be a need generated for new dwellings to solely serve workers engaged in agriculture, forestry and other rural activities. The new dwellings section of this policy provides criteria whereby proposals for new agricultural, horticultural or forestry workers dwellings will be assessed.
- 8.120 In addition, changes in the scale and character of agricultural and forestry activities could affect the longer-term requirements for dwellings in the rural area where these were made subject to an agricultural horticultural or forestry worker occupancy condition at the time planning permission was granted. In such cases, it is recognised that it would fulfil no purpose to keep such dwellings vacant, or that existing occupiers should be obliged to remain in occupation simply by virtue of a planning condition that has outlived its usefulness. Nevertheless, the Council will expect applications for the removal of an occupancy condition to demonstrate convincingly there is no long-term need for an agricultural dwelling in the locality.
- 8.121 Moreover, the Council will bear in mind that such dwellings could well be used by agricultural, horticultural and forestry workers seeking accommodation within the wider surrounding area. In this regard, the Council will need to be assured that the availability of a dwelling tied to an occupancy condition has been effectively marketed to likely interested parties in the area concerned, and that no real interest has been shown regarding purchase or occupation of the dwelling by the local agricultural community.
- 8.122 As part of the evidence required, the applicant will be expected to provide details of their instructions to estate agents, and the response to that advertising, that:
- i. the property has been on the market for rent or sale for at least two years and advertised continuously in that period at a price that reflects the occupancy condition. The advertising should be within both local newspapers and at least two national farmer magazines e.g. Farmer's Weekly; and
  - ii. the property has been offered both for sale and to rent on the same basis as above to all farmers and horticulturists in the locality (i.e. having holdings within a 3.2 km (two mile) radius of the dwelling).
- 8.123 In addition, the policy will be applied to applications for the removal of occupancy conditions from dwellings associated with stables or other rural dwellings which are subject to occupancy conditions.

## Re-use and Residential Conversion of Rural Buildings

- 8.124 Notwithstanding prior approval whereby permitted development rights for the change of use of agricultural buildings under 500 sqm are permitted to change to a flexible commercial use, subject to meeting certain criteria; the re-use, and adaptation of existing rural buildings can play an important role in meeting the needs of rural areas for employment, tourism, leisure and/ or community uses. In addition, the re-use of rural buildings for commercial development can support the rural economy by promoting the sustainable growth and expansion of businesses through conversion of existing buildings and diversification of agricultural and other land-based rural businesses. Tourism could be a vital and sustainable source of business for the rural economy and provides employment for local people, and

therefore, contributing to the objective of sustaining vital rural communities. Some buildings could be suitable for businesses connected with tourism, while community uses can make a valuable contribution to local communities in appropriate locations.

## **POLICY NE15: RE-USE AND RESIDENTIAL CONVERSION OF RURAL BUILDINGS**

- A. The Council will support the re-use, conversion or adaptation of rural buildings for other employment generating uses, tourism, leisure, community or residential uses, provided the development proposal meets all the following criteria:
  - a. it does not have a greater impact on the openness of the Green Belt and the purpose of including land within the Green Belt than the original or current lawful use;
  - b. the new use should not require elements which might conflict with the openness and function of the Green Belt;
  - c. the applicant can demonstrate that the building is of permanent and substantial construction;
  - d. the conversion of the building would not result in a major or complete reconstruction; and
  - e. the proposed re-use should not have an unacceptable detrimental impact on the fabric and character of the building due to unsympathetic changes to or the introduction of features such as windows, door openings and chimneys.
- B. In the case of traditional rural buildings, the proposed use must be compatible with the historic character and significance, and structural integrity of the building. A historic building assessment of the structures may be required as part of the planning application with the potential for a full historic record to be completed as a condition of the application prior to conversion.
- C. Where appropriate, conditions will be imposed removing permitted development rights to extend the property, alter the external appearance, construct buildings or structures (including walls/fences) within the curtilage, and change the use.
- D. Permission will not be granted for the re-use of an agricultural building erected under class A of Part 6 of Schedule 2 of the General Permitted Development Order as amended within 10 years of its substantial completion.

- 8.125 The Council is committed to supporting a prosperous rural economy and this approach is in line with national policy. This policy should be read in conjunction with Policy PC06 Supporting the Rural Economy.
- 8.126 In the case of traditional rural buildings, the proposed use must secure its historic fabric and integrity; and in the case of listed buildings, development will need to comply with Policy HP20 Listed Buildings. It is essential to ensure that a residentially converted rural building does not have the appearance of a new dwelling or set a precedent for new residential development in the Green Belt. The building must be capable of conversion without the creation of a residential curtilage having a harmful effect on the building and the surrounding countryside due to the unacceptable intrusiveness of increased activity and domestic additions such as garaging, sheds, clothes lines, play equipment, walls and fences, patios and hardstandings.
- 8.127 Residential re-use is a concern due to; the large number of properties involved, the loss of rural business premises for which there may be a need in future and which may be uneconomic or otherwise hard to replace, the impact on the rural character of the Green Belt, and the need to facilitate new housing within or well connected to existing settlements. The Council will generally apply a presumption in favour of employment generating uses. Residential conversions will only be permitted where every reasonable effort has been made to secure a suitable business use, or the residential use is a subordinate part of a business re-use, or the use is required for an agricultural or forestry worker. Residential conversions may be appropriate in certain circumstances including where they are adjacent to, or within, existing groups of buildings. A financial contribution will be sought by the Council towards the provision of affordable housing elsewhere within the respective Parish.



## 9. Site Allocations

- 9.1 Site allocations listed in this chapter reflect the spatial strategy and strategic objectives.
- 9.2 Each policy follows a similar format, providing the basis for how development is expected to come forward and key considerations. The following sub-headings are included for each site:
- a. **Amount and type of development:** Sets out an approximate number of new homes considered appropriate for a site according to certain characteristics, such as surrounding density and character, and the amount of land considered to be developable (i.e. not including areas that will not be developed within a site, like gardens or roads). The number of new homes on a site is indicative, and in each case, the Council will consider the need to maximise development according to policies within the Plan. Where appropriate for some residential allocations the land requirements for education and early years and child care facilities are stated. In addition any land/floorspace requirements for employment and retail provision are included. For employment allocation policies, figures stated for hectares of employment land are more accurate and should be adhered to as a starting point.
  - b. **Development principles:** Sets out the wider principles of development on site that should be considered further through the decision-making process.
  - c. **Infrastructure requirements:** Sets out the specific requirements for each site that are expected to be delivered alongside development. These are not exhaustive, and any planning application should look to consider wider infrastructure needs informed by

evidence, such as the Council's Infrastructure Delivery Plan (IDP). In determining appropriate contributions for infrastructure reference should also be made to Policy SP04.

- 9.3 Where reference is made to the type and size and new homes, the local character should also be considered.
- 9.4 Affordable housing should be provided in line with Policy HP05, as well as considerations for specialist housing, Policy HP04.
- 9.5 The trajectory is not fixed, it gives an indication to how we think things will come forward within a phased approach and taking account of the ability to build in infrastructure. However, proposals should show whether development can be delivered sooner. The Council is committed to delivering new homes swiftly, in line with the government's aims.
- 9.6 Where sites with more than one landownership are allocated, policies set out the need for joint working. However, this does not preclude multiple planning applications being submitted, these applications should evidence consideration of other sites and working together on proposals. This is reflected in individual site allocation policies.
- 9.7 This chapter is split according to strategic sites and non-strategic sites for both housing-led and employment development. Sites are listed as follows:

**Strategic Housing Allocations:**

R01	Dunton Hills Garden Village Strategic Allocation
R02	Land at West Horndon Industrial Estate, West Horndon
R03	Land North of Shenfield, Shenfield
R04 & R05	Ford Headquarters and Council Depot, Warley

**Housing Allocations:**

R06	Land at Nags Head Lane, Brentwood
R07	Sow and Grow Nursery, Pilgrims Hatch
R08	Land at Mascalls Lane, Warley
R09	Land at Warley Hill, Warley
R10	Brentwood Railway Station Car Park, Brentwood
R11	Westbury Road Car Park, Brentwood
R12	Land at Hunter House, Brentwood
R13	Chatham Way Car Park, Brentwood

R14	William Hunter Way Car Park, Brentwood
R15	Wates Way Industrial Estate, Brentwood
R16 & R17	Land off Doddinghurst Road, Pilgrims Hatch and Brentwood
R18	Land off Crescent Drive, Shenfield
R19	Land at Priests Lane, Shenfield
R20	The Eagle and Child Public House, Shenfield
R21	Land South of Ingatestone, Ingatestone
R22	Land Adjacent to the A12, Ingatestone
R23	Brizes Corner Field, Kelvedon Hatch
R24	Land off Stocks Lane, Kelvedon Hatch
R25	Land North of Woollard Way, Blackmore
R26	Land North of Orchard Piece, Blackmore

#### **Strategic Employment Allocations:**

E11	Brentwood Enterprise Park
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#### **Employment Allocations:**

E12	Childerditch Industrial Estate
E10	Codham Hall Farm
E13	Land at East Horndon Hall
E08	Land Adjacent to A12 and Slip Road, Ingatestone

## Dunton Hills Garden Village

### Background

- 9.8 The National Planning Policy Framework (2018, Section 5 Delivering a Sufficient Supply of Homes) sets out how the plan-making process should positively plan to identify appropriate

land for homes. It goes further to state that a significant step towards meeting the housing shortage is through larger scale development, such as new settlements or significant extensions to existing villages and towns.

- 9.9 The Council's strategy for growth has considered all potential brownfield sites and previously developed underutilised land within the main urban area, and this has formed the Central Brentwood Growth Corridor. However, with 89% of the borough falling within the Metropolitan Green Belt of London, it has meant that the Council has had to make some difficult decisions about the most sustainable areas where its housing needs could be delivered. This has meant the Council has undergone a review of potential locations to determine the considered balance between minimising the impact on the Green Belt and ensuring chosen locations are sustainable – that is the most accessible and least harmful to key environmental designations. The assessment concluded, as detailed in the Sustainability Appraisal, that the south Brentwood locations were deemed the most suitable locations; this has determined the South Brentwood Growth Corridor strategy.
- 9.10 Dunton Hills was selected as a strategic allocation (ref R01) to meet the majority of Brentwood's housing need, within the Plan period and beyond. Given its proximity to the A127, to West Horndon railway station, and to nearby employment areas, development at Dunton Hills provides a unique opportunity to deliver a sustainable new settlement. Its size means supporting infrastructure can also be delivered, thereby relieving the impact on existing facilities that are at capacity. Providing a significant amount of development will help reduce pressure to alter the Green Belt boundaries again in the next Plan period.
- 9.11 In January 2017, Dunton Hills was announced as one of 14 proposed garden villages across England receiving funding to take plans forward and to help timely delivery of the development. The site at Dunton Hills offers a unique opportunity to deliver a new settlement that meets both Garden Community principles as well as Brentwood's growth strategy.
- 9.12 The site is approximately 259.2 ha and is bounded by A128 (Tilbury Road / Brentwood Road) on the west; the A127 (Southend Arterial Road) on its northern edge; the London, Tilbury & Southend C2C Railway on its southern edge; and the borough boundary on its eastern edge. The B148 (West Mayne) is the eastern road beyond the borough boundary separating the site from the built-up area of Basildon.
- 9.13 Its location is ideally placed to align with the principles of Garden Communities. It is connected enough to make it a sustainable location; at the same time physically contained and surrounded by countryside to not only align to Brentwood's Borough of Villages character, but also continue to maintain characteristics of Green Belt openness.

## A Spatial Vision for Dunton Hills

- 9.14 Dunton Hills Garden Village (DHGV) will be holistically planned, self-sustaining and characterful. The development will align to the principles and qualities for Garden Communities as set out in two key publications: the TCPA Garden Villages Guidance by the TCPA (2017)<sup>1</sup> which incorporates the 'Garden City Principles', and the government's

<sup>1</sup> TCPA (2018) Understanding Garden Villages: An Introductory Guide. Available at: <https://www.tcpa.org.uk/Handlers/Download.ashx?IDMF=3507c991-fde2-4218-8920-641416f521b5>



Prospectus on ‘Garden Communities’ (MHCLG, 2018)<sup>2</sup>. While the principles listed in these two publications differ slightly, their intention is the same. Garden Communities are *‘holistically planned new settlements that enhance the natural environment and offer high-quality affordable housing and locally accessible work in beautiful, healthy and sociable communities’* (TCPA, 2017). MHCLG further states that there are clear expectations to ensure these new developments achieve and maintain the necessary quality so that they become *‘vibrant, mixed-use, communities where people can live, work and play for generations to come – communities which view themselves as the conservation areas of the future’*.

- 9.15 The Garden Community principles should be seen as an indivisible and interlocking framework for delivery. These principles can be organised into those which define the expected qualities of the development; those which relate to the delivery process; and those necessary to ensure sustainable management of the garden village into the future. This division broadly aligns to the three overarching strategic objectives for Dunton Hills Garden Village.
- 9.16 Dunton Hills should form a place where people will want to live, where they feel healthy and happy and which provides opportunities to prosper and flourish. Dunton Hills must not be the type of dormitory ‘non-place’ that has so often become the norm for such developments in the recent past.
- 9.17 The policy framework is set out as three interrelated policy domains:
- i. **The Strategic Allocation** – describing the overarching site requirements and land use parameters;
  - ii. **The Spatial Design** – prescribing the physical components needed to deliver the necessary quality for a healthy, liveable and sustainable village; and
  - iii. **The Delivery Approach and Legacy Management** – setting out the expectations for how the delivery of the scheme should be approached to embed an ethos of co-design and participation, timely and good governance in delivery, and an embedded legacy management of the village assets.
- 9.18 The Council requires development proposals to demonstrate how they will deliver the ambitions set out in the vision statement and the strategic objectives.

## DHGV Strategic Aims and Objectives

- 9.19 The vision for Dunton Hills is summarised as three overarching aims, each supported by a number of sub-objectives that together provide the link between the vision and the development strategy (illustrated in Figure 9.1). These form the fundamental development

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<sup>2</sup> MHCLG (2018). Garden Communities Prospectus. Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/734145/Garden\\_Communities\\_Prospectus.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/734145/Garden_Communities_Prospectus.pdf)

principles to help shape and inform the development of a masterplan, and in turn, guide decision-making:

- 9.20 **Strategic Aim DH01:** To create a distinctive and well-designed garden village at Dunton Hills that responds to its spatial context and incorporates all the necessary components to achieve a healthy, liveable and self-sustaining new community. Seven sub-objectives encapsulate the key spatial interrelated opportunities that should be embedded into the masterplanning, design, and delivery of the garden village.
- i. **DH01a: DISTINCTIVE CHARACTER & HARMONIC DESIGN.** Development that delivers homes and neighbourhoods that have their own unique character, with architectural design and materials that are durable and human-scale in nature; where elements are spatially organised to create safe, positive experiences and interactions.
  - ii. **DH01b: LANDSCAPE-LED.** Development that takes a natural landscape-led approach to urban design, to deliver a healthy, walkable and climatically adapted public realm and multi-functional green and blue infrastructure, amongst the backdrop views of the Essex countryside.
  - iii. **DH01c: EMBEDDING HERITAGE ASSETS.** Development that takes every opportunity to embed the natural and built heritage assets of the site.
  - iv. **DH01d: SOCIAL PLACE.** Development that creates active, vibrant village centre(s) with the necessary community infrastructure, all connected and interspersed by nodes of social-cultural activity and recreational opportunities throughout the village that foster social well-being and healthy communities.
  - v. **DH01e: SMART INFRASTRUCTURE.** Development that delivers smart, sustainable and resilient infrastructure to future-proof investment and help manage resources (i.e. water, energy, waste) efficiently and sustainably.
  - vi. **DH01f: SUSTAINABLE TRAVEL.** Development that encourages integrated and sustainable travel solutions across all modes of transport, including: mitigation of any road infrastructure impacts; delivery of a well-networked, safe streetscape environment that encourages by default, active modes of travel (walking and cycling) for short distances and everyday conveniences; smart infrastructure for clean vehicular travel options, across both private and shared/passenger transport modes.
  - vii. **DH01g: HOMES THAT PROVIDE DESIRABLE DESIGN, CHOICE AND ARE AFFORDABLE.** Development that delivers homes that people will be proud to live in, that are universal, adaptable and sustainable in design using quality, durable materials; and homes which are affordable and provide a range of choices in terms of size and tenure, to encourage a mixed and balanced community to establish and flourish.
- 9.21 **Strategic Aim DH02:** To create a place that promotes enterprise, innovation and learning as part of the delivery process, but also as an embedded culture for the future village.

- i. **DH02a: HEALTHY & PRODUCTIVE WORK PLACES.** Development that delivers a variety of workplaces, including incubator/affordable spaces designed to be places conducive to health and productivity and flexible enough to respond to economic drivers and emergence of new sectors of employment and changing work patterns.
- ii. **DH02b: ALL THROUGH LEARNING.** Development that delivers an exemplar all through school with a design that fosters a learning environment for all types of learners and through life, from nursery through to adult learning opportunities.
- iii. **DH02c: INNOVATION & ENTERPRISE.** Development that creates a construction process that quick-starts a programme of innovation, learning and enterprise, and ensures that innovation drives the use of smart infrastructure.

9.22 **Strategic Aim DH03:** To create a legacy of co-design, co-delivery, and eventual, vibrant and cohesive community spirit and stewardship.

- i. **DH03a: GOOD GOVERNANCE.** Development that embeds the right governance structures and covenants to maintain an ongoing, proactive stewardship of communal and public interfacing spaces.
- ii. **DH03b: PHASING PLAN.** Development that implements a rigorous development phasing plan to ensure the scheme delivers the appropriate infrastructure at the right time to enable an early sense of community and belonging to the garden village.

## Development Principles

9.23 Underscoring these strategic aims are four underlying development principles that should be embedded into the different stages of the scheme, from design, through to construction methods and eventual legacy management:

- i. **Design and Build with Nature.** Development must take into account the site's natural assets and make a positive use of the landscape's natural systems to ensure the long-term health, resilience and sustainability of the new settlement. Green Belt, landscape capacity and the environmental impacts will be avoided and/or mitigated to allow the development to blend naturally into its surroundings. This approach should not be limited to just green infrastructure considerations, but also reflected in the thinking around nature-based solutions (such as for sustainable drainage), choice of building materials and design details (aesthetics and building function). The development approach should consider the learning and knowledge of ecosystem services, natural capital and benefits of GBI.
- ii. **Smart and Sustainable.** Development must achieve resilient and high performing infrastructure to ensure resource efficiencies and sustainable use. Design and construction choices must be forward looking, demonstrating how the development will be durable, long-lasting, optimised, self-sufficient and smart to support economic growth, productivity and well-being for a thriving community to establish. Modern

infrastructure should consider the latest knowledge and innovation of emerging technologies.

- iii. **Adaptable.** Development should be flexible to accommodate the likely progression over a 20-year build-out period. Design choices should be robust, resilient and adaptable, and take into account the latest knowledge and technology advancements in relation to changing working patterns, personal preferences and life circumstances, economics and climate change.

- iv. **Healthy.** Development must strive towards creating an environment that is conducive to human health so that it encourages healthy behaviours and active living, as well as ensures it is delivering a liveable settlement that addresses the wider determinants of health. The principles of health are imperative and cross-cutting and should form the basis against which proposals are continuously evaluated and monitored.

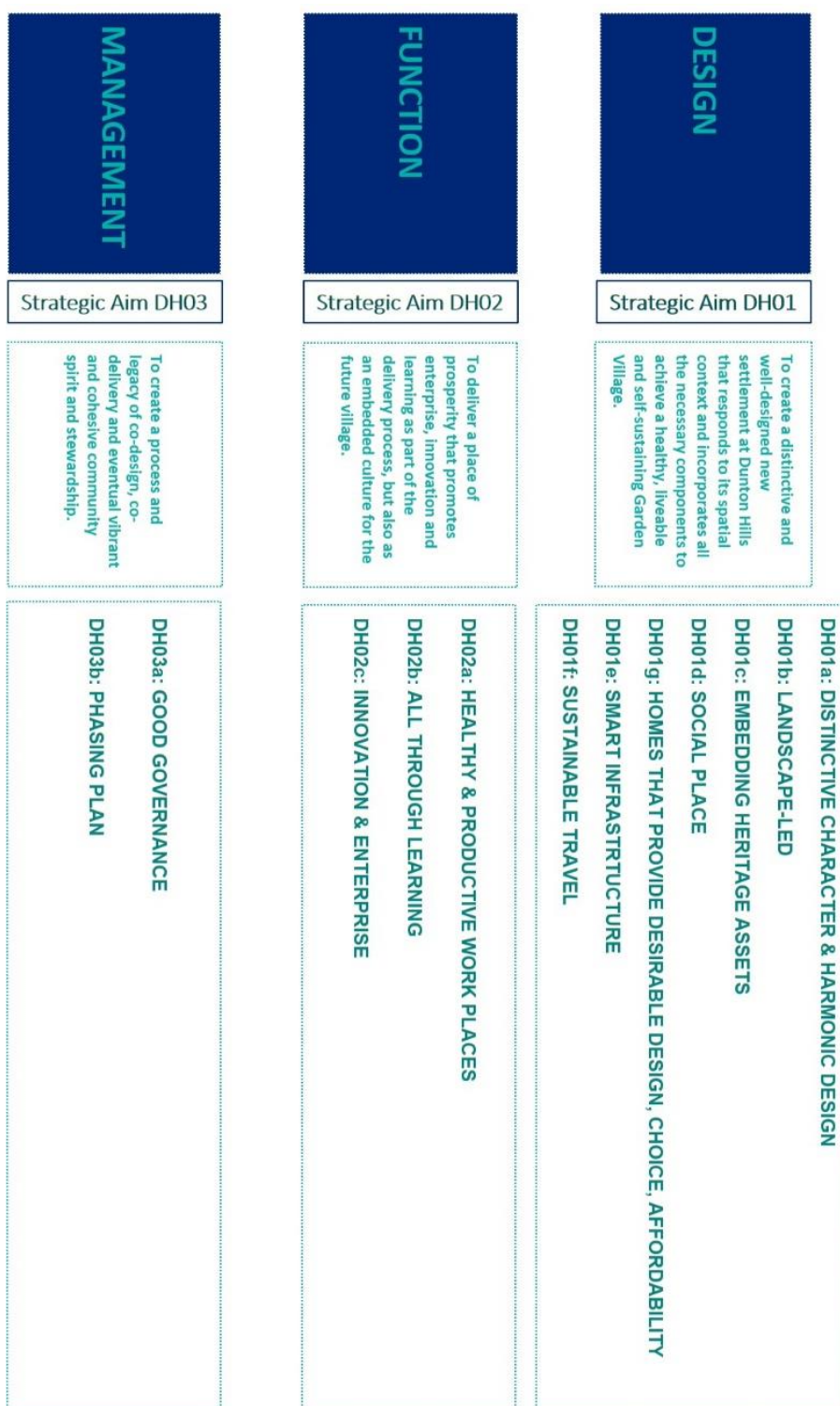


Figure 9.1: Strategic Aims and Objectives for Dunton Hills Garden Village

## DHGV Policies

### POLICY R01 (I): DUNTON HILLS GARDEN VILLAGE STRATEGIC ALLOCATION

- A. In line with Policy SP02, land at Dunton Hills (east of the A128, south of the A127 and north of the C2C railway line, approximately 259.2 ha in size) is allocated for residential-led development to deliver Dunton Hills Garden Village.
- B. The development will deliver a mix of uses to comprise around 2,700 homes in the plan period (as part of an overall indicative capacity of around 4,000 homes to be delivered beyond 2033) together with the necessary community, employment, utility, transport and green and blue infrastructure (GBI) to support a self-sustaining, thriving and healthy garden village.
- C. Successful development of the site allocation will require:
  - a. the masterplan to be underpinned by Garden Community principles and qualities;
  - b. proposals to creatively address the key site constraints and sensitively respond to the unique qualities and opportunities afforded by the historic landscape and environmental setting to deliver a distinctive and well-designed garden village in line with the Vision and Strategic Aims and Objectives for Dunton Hills Garden Village; and
  - c. a holistic and comprehensive locally-led masterplan and design guidance to be developed, co-designed with relevant stakeholders to frame and guide the consistent quality and delivery across the site by different contractors over the delivery period.
- D. The proposed development will be required to deliver all the necessary supporting spatial components and infrastructure to address the specific site constraints, potential impacts of development and harness the site opportunities as set out by the strategic Dunton Hills aims and objectives. Permission for mixed-use development will be granted subject to the parameters and components specified below:
  - a. delivery of at least 2,700 dwellings in the plan period providing a balanced variety of housing typologies and tenure and includes provision of self-build plots in line with Policy HP01; specialist accommodation in line with Policy HP04; and affordable housing in line with Policy HP05. ;

- b. the provision of a minimum of 5 serviced Gypsy and Traveller pitches, in line with Policy HP07(b);
- c. land (5.5 ha) for employment space (in line with Policy PC03) to accommodate a creative range of employment uses suitable for a vibrant village centre and a predominantly residential area, including use class A1-A5 and appropriate B class uses.;
- d. land (circa 7.9 hectares) for a co-located secondary school (Use Class D1)
- e. land (circa 2.1 hectares each) for two co-located primary school and early years and childcare nurseries (Use Class D1)
- f. land (circa 0.13 hectares each) for two stand-alone early years and childcare nurseries (Use Class D1)
- g. community and health infrastructure proportional to the scale of development, and in line with best practice principles of healthy design;
- h. green and blue infrastructure to be a minimum of 50% of the total land area;
- i. retail provision to form the vibrant village core in the form of a 'District Shopping Centre' with additional Local Centre(s) in line with Policy PC08, as appropriate to the scale and phasing of the development.
- j. the provision of new and enhanced transport infrastructure to mitigate the impacts of development and to support sustainable modes of travel to ensure connectivity to key destinations, increase transport choice, support changes in travel behaviour, and to minimise the impact of traffic on the local and wider network, in line with Policy BE16 and as detailed in R01(ii) G-J;
- k. strategically designed and appropriately phased infrastructure, employing the most up to date technologies to ensure a smart, sustainable and a resilient basis for drainage and flood management in line with Policy BE08, water management including potable/ non-potable and opportunities for grey water harvesting in line with BE03, efficient and cost saving energy networks in line with Policy BE04, superfast broadband in line with Policy BE10.

**POLICY R01 (II): SPATIAL DESIGN OF DUNTON HILLS GARDEN VILLAGE**

- A. The locally-led garden village will be developed collaboratively to achieve a high quality Dunton Hills Garden Village development. Consent for development will be permitted if the masterplan and supporting design guidance for the development demonstrate how the spatial vision, design principles as well as Policies HP12 - HP18 on securing high-quality of place-making is achieved to guide a coherent development across the whole allocation site.

**Distinctive Character, Harmonic Design, Compact Density**

- B. Proposals must demonstrate how they will meet and embed key qualities to ensure distinctive, harmonic and popular design is achieved, by ensuring:
  - a. the unique character of Dunton Hills is informed by its distinct spatial, landscape and heritage qualities.
  - b. the design of sub-neighbourhoods and streets, that may take on their own unique character, are harmoniously integrated to form an overall Dunton Hills Garden Village identity - through the coherent and complementary use of materials and design of the public realm in line with Policy HP18.
  - c. an appropriate range of densities are achieved across the site to ensure a compact and highly networked, walkable and fine-grained environment with a highly connected street-based layout. This should be demonstrated by an accompanying density plan.

**Ecological Networks, Biodiversity Net Gain, Green Infrastructure and Public Realm**

- C. A green and blue infrastructure (GBI) plan should be submitted that demonstrates how the design of GBI will be an integral part of the masterplan layout to achieve multi-functional, coherent and connected GBI in line with Policy BE18. The GBI plan should be informed by a comprehensive wildlife and habitat survey and heritage and landscape character assessment. The GBI Plan should incorporate the following:
  - a. a highly connected and biodiverse ecological network that incorporates existing habitats of value and natural features, and where relevant new habitats such as trees, tree lines and hedges, hedgerows, ponds and lakes, among others, in line with Policy NE01, NE03 and NE04;
  - b. a variety of activity nodes and treatments for recreation and leisure opportunities throughout the GBI, including public natural parkland, pockets of village greens, local nature reserve, allotment sites, sports pitches and fields;



- c. a streetscape that continues the green infrastructure through the residential areas and village centre with creative landscape schemes including tree-lined streets, grass verges and rain gardens;
- d. an appropriate amount and depth of green infrastructure screening adjacent to A127, A128, rail tracks to mitigate noise and air pollution;
- e. well-designed interfaces between the green open space and the built structures should ensure passive surveillance, with coherent and gradual transitions and clear boundaries and vistas; and
- f. a green infrastructure buffer / wedge on the eastern boundary with Basildon Borough to achieve visual separation to help significantly improve the landscaped and habitat value thus reinforcing the beneficial purpose and use of the green belt in that zone.

### **Sport, Recreational, Leisure and Public Open Space**

- D. The provision for leisure, recreation and sport opportunities must be an integral part of the GBI Plan; it should incorporate as a minimum the following provision:
  - a. an appropriate amount of sports and recreation provision to provide a variety of pitch sizes and facilities in line with Policy BE23;
  - b. the GBI following Nightingale Lane should incorporate a heritage trail with signage and history information boards;
  - c. pathways through the GBI network will be made of permeable material and follow a coherent treatment throughout the village. The pathways will all connect into a circular walk, with interconnected shortcut routes and be signposted offering directions to key destination points; and
  - d. an appropriate number of play spaces shall be incorporated throughout the GBI network, with an emphasis on quality natural play provision to encourage outdoor adventure play and learning.

### **Views**

- E. Key views shall be safeguarded and maintained and become distinctive features on the development. This should be informed by a key views assessment and proposals should demonstrate the following:
  - a. how the urban layout will incorporate safeguarded views in terms of the structure, morphology and how the streets and avenues are orientated to maintain the landscape corridors;

- b. how visual separation will be achieved on the eastern boundary of the site; and
- c. how the settlement orientations might also take advantage of opportunities for passive heating and cooling.

### **Embedding Heritage Assets**

- F. Development should retain, integrate and where appropriate enhance both designated and non-designated heritage assets to provide an attractive and distinctive garden village in line with Policies HP19, HP20 and HP22. Incorporation of these assets should be informed by a Landscape Character Assessment and Heritage Statement in line with guidance, having key consideration for the following provisions:
  - a. protection and enhancement of existing public rights of way;
  - b. the historic core and listed buildings of the farmstead are well integrated as part of the Dunton Hills Village Centre; and
  - c. protection of listed buildings during the construction phase and during any retrofitting to ensure the structures are fit-for-purpose for new uses.

### **Sustainable Travel**

- G. Priority should be given to cycle and pedestrian movements and access to public transport. Development should therefore, promote and incorporate sustainable transport measures in line with Policy BE12, Policy BE13, and Policy BE14. The development will be required to integrate 'Active by Design' measures throughout the street network to promote healthy travel options. The development will be required to incorporate a dedicated segregated cycle lane to ensure cycling is safe for all ages and to help discourage car use for short internal trips. Where appropriate, this should be integrated with the off-street cycle routes throughout the GBI network to ensure safe routes to schools and to other recreation facilities and key destinations.

### **Transport Impact Mitigations**

- H. The development will be required to mitigate any predicted transport impacts consistent with measures identified in Policies BE11 and BE16. This should be informed by the latest Transport Assessment, which should be monitored and re-evaluated throughout the lifespan of the build-out, to account for changes in transport technology and wider strategic transport network changes. As a minimum, mitigations will include:
  - a. New junctions to access the garden village along with junction improvements where appropriate on the highway network, including any

necessary traffic calming measures at key gateways, to create a sense of arrival;

- b. potential dedicated bus route(s) connecting the development with West Horndon station, nearby employment locations and other key social infrastructure;
- c. financial contribution to provide the necessary bus service to nearby school facilities prior to the delivery of on-site school facilities;
- d. improvements at West Horndon station for vehicular, segregated cycle and public transport access from surrounding developments as well as cycle storage and a bus interchange facility.
- e. illustrative plans to indicate key connections to the surrounding green infrastructure destinations and key nearby employment sites.

### **Clean Vehicle Alternatives**

- I. The development should promote car-limiting and clean vehicle alternatives in line with Policies BE12 and BE15. Emphasis will be given to:
  - a. incorporating car sharing clubs and electric vehicle only development;
  - b. time limiting car parking in the central locations; and
  - c. clean air zones around the main schools and community buildings.

### **Street Hierarchy**

- J. The street hierarchy shall be designed to promote a highly connected, permeable garden village that promotes walking and cycling, yet accommodate the vehicular accessibility requirements for servicing, refuse, emergency access and bus routing. Proposals should demonstrate how they are incorporating the following provisions:
  - a. the development shall be a 20 mile an hour zone ensuring the safety of the public realm;
  - b. main street(s) into the garden village from the main arterial routes (A127/A128) will adopt a tree-lined boulevard approach and be designed to slow down the traffic, making it clear that it is now a neighbourhood zone;
  - c. enhancement of public footpaths, public rights of way routes (such as Nightingale Lane) and any bridleways throughout the GBI network, to coherently connect back to the residential pedestrian links; and

- d. residential streetscape should be designed to incorporate grass meridians, verges and trees/ tree lined avenues to help slow down the traffic and give the road an instant village feel.

### **Village Centre(s) – Retail, Community and Employment Opportunities**

- K. Proposals for the placement and design of the village centre(s) should be informed by an appropriate retail hierarchy study that assesses village centre needs, based on the supply and demand of the surrounding area. As a minimum this should incorporate the following:
  - a. the location of the main village centre should incorporate the historic farmstead in the centre of the site, creating a heritage legacy for the village centre;
  - b. the village centre(s) should be designed to be mixed-use, with a range of commercial and community uses along ground floor frontages and a mix of uses on upper floors including residential and small-scale employment;
  - c. the village centre(s) should provide localised opportunities for employment with a variety of work spaces, including flexible incubator/affordable spaces that are complementary to district-level service centre uses; and
  - d. delivery of employment spaces should demonstrate a healthy-by-design approach, informed by leading industry guidance on the design of healthy and productive workplaces.

### **Social Infrastructure**

- L. Proposals for the design of social infrastructure such as schools, health facilities and community spaces must demonstrate how they have incorporated key learning points and knowledge from the interior design sectors to deliver environments conducive to human health and social wellbeing. Design proposals which demonstrate the following will be supported:
  - a. design informed by the latest knowledge and principles of human-centred design, biophilic design, and sustainable healthcare;
  - b. design which demonstrates the adoption of relevant industry standards, such as BREAM or WELL standard; and
  - c. facilities that are designed to be flexible to allow for wider community uses; for example, the use of the school in out-of-school hours for activities such as adult learning classes, other community activities, or the use of the school playing fields for community sports.

# Delivery Approach and Legacy Management

## POLICY R01 (III): SCHEME DELIVERY AND LEGACY MANAGEMENT

### Locally-led Garden Village

- A. As a locally-led garden village, the private sector should work pro-actively and collaboratively with the public sector to plan and design the masterplan and design principles for the Dunton Hills site allocation. This will require:
  - a. community involvement to inform the design and delivery requirements from the outset; the approach should be outlined in a supporting Community Engagement Strategy; partnership working with key industry and public sector stakeholders is encouraged, especially to inform the evolution of the masterplan and determine the complex infrastructure requirements, in line with county level requirements; and
  - b. implement of a Jobs Brokerage Scheme to ensure that new jobs created on site go to local people.

### Development Phasing

- B. The development and phased delivery of DHGV must ensure the timely delivery of the required on-site and off-site infrastructure to address the impact of the new garden village and help the early establishment of a cohesive community. Proposals should be accompanied by a phasing plan to demonstrate how delivery will be phased, managed, accelerated and governed, without compromising quality.

### Stewardship

- C. At the appropriate time, planning applications must include a supporting statement setting out the long-term sustainable governance and stewardship arrangements (management, maintenance and renewal) for the community assets including green-blue infrastructure, the public realm and community and other relevant facilities to be funded by the developer. Considerations should be given to devices such as legal covenants in deeds to establish responsibilities over certain matters of care, such as front gardens, communal gardens, public realm.

9.24 The sections that follow elaborate on the spatial vision and policy requirements. The vision for Dunton Hills Garden Village was defined following two Design Review workshops with

Design Council CAGE in 2016, as well as a broad analysis of site constraints and opportunities.

## Distinctive Character & Harmonic Design

### DISTINCTIVENESS

- 9.25 Strategic Objective DH01 (distinctive character & harmonic design) aligns to Garden Community principles which highlight qualities such as 'clear local identity', 'well designed', 'beautiful and imaginatively designed homes with gardens', 'clear identity'. Dunton Hills Garden Village should achieve a distinctive recognisable character by respecting the traditions of village life while ensuring 21<sup>st</sup> century conveniences, technologies and design. To achieve this aim requires a thorough understanding of the spatial context (landscape, heritage, habitat, constraints). The site's masterplan should creatively respond to the site's context. Achieving distinctiveness should be inspired by the historic evolution of Dunton Hills: the landscape character, heritage assets and cultural heritage references, such as local names, features, and their significance, in line with Strategic Objective DH01c (embedding heritage assets).
- 9.26 Design must also be informed by local aspirations, by inviting active participation of local community and stakeholders, as part of a coordinated and informed approach to masterplanning.
- 9.27 Historic garden villages placed a huge emphasis on the use of high-quality, craftsmanship and often local materials. This has resulted in homes and communities that have remained desirable and unique to their geographic context. How a place looks and feels tends to be the focus of objections to new communities establishing and therefore, it is important to get this right. We want Dunton Hills to become a community which sees itself as a 'conservation area of the future', not a dormitory 'non-place' that has become the norm for such developments in the recent past.
- 9.28 The development should incorporate the principles of design harmony (balance, symmetry, scale, proportions, etc.). Approaches such as 'building with nature' and 'healthy-by-design' should also be the starting point and embedded in the process of design to achieve a healthy, liveable, resilient and a self-sustaining new settlement. TCPA guidance on Garden Communities provides extensive learning points to guide the future creation of garden communities.
- 9.29 The design of the garden village must also consider how the place will feel to walk through at night as well, given the probable openness of its surroundings; night-time lighting will need to be designed in a way that provides the necessary levels of illumination, but not be detrimental to nocturnal wildlife.

### DENSITY

- 9.30 The layout of the development should achieve a fine-grained, permeable and connected environment that makes the best, most efficient use of land. A new compact village vernacular should be defined that respects and maintains its feel as a village, but without the predominance of sprawling detached properties that do not make the best sustainable use of land and can often leave a place feeling exposed, incoherent, and car dominant.

Development proposals should consider a density hierarchy that increases to medium density towards the local village centres and around public open spaces, to achieve a sense of enclosure and safety and natural surveillance overlooking exposed sites.

## Homes

- 9.31 Strategic Objective DH01g (homes that provide desirable design, choice and are affordable) seeks to achieve homes people will be proud to live in, that are universal, adaptable and sustainable in design using quality durable materials and that are affordable and provide a range of choice in terms of size and tenure. This responds to the Garden Community principles which state the need to provide ‘mixed-tenure homes’, ‘housing types that are genuinely affordable’, ‘great homes offering a range of high-quality distinctive homes’.
- 9.32 Delivering great, affordable homes will be key to making the village distinctive and desirable. At least 2,700 homes are planned within the Plan period, with an indicative capacity of around 4,000 to be delivered after 2033, subject to further feasibility and assessment of impact. Homes, like the public realm, should be well designed and provide a range of choice (dwelling sizes, tenure) to encourage a balanced community from all stages of life to form.
- 9.33 While houses should be designed to be distinctive, they must not be ‘over designed’, meaning that the traditional and much-loved elements of a house get distorted or become non-functional. At the same time development should avoid making Dunton Hills feel like dormitory non-place of sprawling, detached, cookie-cut houses that do not evoke any character or sense of pride, where traditional elements may have been included, but in a manner where the craftsmanship has neglected the detail to the extent that has rendered them undesirable, cheap-looking, slapdash and so often criticised of being ‘pastiche’ (but mean more likely a parody whereby the imitation falls short of the real thing).
- 9.34 The timely delivery of new homes will also be key to the early establishment and success of the new village. Proposals should demonstrate innovative ways to accelerate the delivery without compromising the quality, durability, longevity and overall sustainability of the built fabric.
- 9.35 A substantial fraction of the housing delivered on site should be genuinely affordable, and development proposals should think creatively about solutions to make this happen, learning from national and international case studies.

## Landscape-Led

### URBAN LAYOUT / PUBLIC REALM

- 9.36 Strategic Objective DH01b (landscape-led) responds to the Garden Community principles that promote ‘generous, accessible green space’, ‘development that enhances the natural environment’, ‘comprehensive green infrastructure network’ and ‘deliver environmental gains and enhancements to natural capital. At Dunton Hills this will be achieved through a landscape-led development with generous amount of green infrastructure for multi-functional uses. The landscape setting of Dunton Hills provides a unique backdrop to ensure green



infrastructure (as well as the harmonious horizon views afforded by the topography of the site) is the starting point for the design response.

- 9.37 A design and build with nature approach delivers multiple benefits taking advantage of the wider ecosystem services and natural capital afforded by green infrastructure to achieve sustainable development: a). climate resilient infrastructure to counteract the impact of climate change and help achieve resource efficiency; b). multi-functional green spaces that are highly connected, accessible and incorporate universal design measures that encourage healthy recreation such as walking, cycling and horse riding, as well as other outdoor leisure and learning pursuits; c). a healthy public realm that creates a harmonious living environment. The green infrastructure proposals should deliver varied recreational experiences to appeal to a varied range of users with different interests and age-related preferences.
- 9.38 The public realm should focus on the importance of the street scene through attractive buildings, public art, street furniture, the use of materials, strong landscaping providing wide pavements and grass/planted verges, tree-lined avenues and where appropriate, incorporation of rain gardens and food production opportunities.
- 9.39 A highly connected network of streets should be designed, using existing field boundaries as a reference point to form an accessible, connected and fine-grained urban layout with neighbourhoods that are legible and easy to navigate, with a wide range of interlinked uses and generous green spaces, ensuring street blocks are contiguous and permeable to encourage walking and social interaction.
- 9.40 The significance of the landscape features and key views such as London skyline and Langdon Hills and others identified must be retained and enhanced as part of the development. Grassy medians down the middle of streets should be used as a traffic calming tactic, especially on the larger roads which spur off the main A roads, to create lane separation for different transport modes.

#### BIODIVERSITY NET GAIN AND ECOLOGICAL CONNECTIVITY

- 9.41 The existing significant green infrastructure features such as the woodland, fenland and ponds should be retained and/or enhanced and connected to achieve a contiguous green corridor throughout the garden village, achieving biodiversity net-gain across the site.
- 9.42 As well as establishing an integrated ecological network within the site, the development should demonstrate its ecological connectivity to the wider 'living landscape' habitats and local wildlife destinations beyond the development boundary, for example Eastlands Spring, Thorndon Country Park to Langdon Hills Country Park. The site's existing habitats - such as the lakes and ponds - should inspire the basis for the design of parks and village greens as key destinations and nodes of social-cultural activity within the village, in line with DH01d (social place). Connecting these natural heritage assets gives structure to the site and naturally divides it into potentially varying character areas for development.
- 9.43 Proposals will need to retain and weave through priority habitats such as significant areas of existing woodland habitat; and where relevant, reinstate degraded fenland and demonstrate the measures taken to protect mature trees; and where appropriate, enhance hedgerows, ponds and other environmental features of note, which contribute to the character and



biodiversity. The river course and ponds should be retained to minimise impact on the wildlife they support as well as contributing to sustainable drainage across the site.

- 9.44 The creative interweaving of productive landscapes within the GBI network will be favourably considered. The agricultural heritage of the site also provides a distinctive cultural context to inspire green infrastructure with a focus on food production and foraging as alternatives to grassed verges; while grass verges are well-loved in garden communities, alternatives or additional elements, such as sensory street verges through the use of, for example, culinary herbs or linear orchards could also add another dimension to the much-loved and expected tree-lined and green verge-lined residential avenues. Some allotments should be created for any residential properties which may not have a garden.

## Embedding Heritage Assets

### DESIGNATED & NON-DESIGNATED HERITAGE ASSETS

- 9.45 Strategic Objective DH01c (embedding heritage assets) aims to ensure the surviving historic features, notably the listed buildings, the wider farmstead barns and buildings, moated sites, field boundaries, historic woodland and parish boundaries which preserve elements of a probable medieval or earlier landscape as well as later settlement patterns will be preserved and enhanced. Successful places tend to also have a strong heritage identity. Heritage can provide a powerful connection between people and place. For this reason, heritage should be harnessed in a manner that will drive Dunton Hill's distinctiveness, health and well-being and place attachment. Garden Communities Prospectus places an emphasis on ensuring these 'communities... view themselves as the conservation areas of the future'. The prospectus also emphasises that development 'should include consideration for how the natural and historic environment of the local area is reflected and respected' to build a 'strong local vision'.
- 9.46 The farmstead shows that the farmhouse was the heart of the settlement, and that the existing large threshing barns to north and south of the main house were each part of larger courtyards and groupings of farm buildings. It was clearly a substantial farmstead throughout the eighteenth and nineteenth centuries, and the impressive scale and construction of the original threshing barns indicates that this was a wealthy and substantial farmstead for at least 100 years earlier. The surviving buildings within the landscape represent the typical medieval settlement pattern for this area and most are designated Grade II listed buildings.
- 9.47 The natural heritage of the landscape (including views) should be interconnected with the heritage of the listed buildings as well as other non-designated heritage assets of interest. The layout, orientation and morphology of the residential streets must be designed to enhance and highlight the key views (e.g. street axes towards the views, instead of buildings turning their backs onto them). As a minimum, the proposals should retain and incorporate this historic fabric.
- 9.48 Cultural references from the past, such as field patterns, field names and building names should inform the character and place-making aspects of the village. For example, heritage names such as Dunton Ridge, East Horndon Hall, as well as current hill names, given to the site by the golf players, should all inspire how the design of the village develops and how it could inform future street naming, neighbourhood naming, landmark naming.

- 9.49 While a preliminary desktop heritage assessment has highlighted these key heritage assets, proposals should be informed by a comprehensive Heritage Statement and Landscape Character Study, which should assess both the designated and non-designated heritage assets of the site.
- 9.50 Should any artefacts be found on site during construction, these should be recorded and safeguarded, with projects put in place to find a legacy home, including considerations as to how they can be incorporated as relics and public art in the village centre.

## Sustainable & Clean Travel

### ACTIVE TRAVEL

- 9.51 Strategic Objective DH01f (sustainable travel) seeks to ensure the development mitigates any road impacts resulting from the proposals and ensures development delivers sustainable travel options. The transport sector is innovating fast; and provision should, as far as appropriate, be planned to future proof transport needs. This objective responds to Garden Community principles which highlights the need for 'integrated, forward looking and accessible transport options' which facilitate access to jobs, education and services, where 'walking, cycling and public transport [is] designed to be the most attractive forms of local transport'. A Travel Plan should accompany an application to set out how sustainable travel will be achieved.
- 9.52 Starting from a blank canvas provides an opportunity to make streets like they do in many European cities, where cycling is the norm, rather than the exception. Principles of active design must guide the evolution of the village layout, street hierarchy and connectivity.
- 9.53 Planning for active travel must also consider the topography of the site, which will make this type of travel challenging for some. Innovative public transport schemes such as electric bikes should therefore be a considered option, providing appropriate locations for picking-up and dropping-off bikes.
- 9.54 Masterplan proposals will need to demonstrate how they are adhering to the creation of 'walkable neighbourhood's through the design of a highly networked street hierarchy, providing safe, segregated lanes for different modes of travel such as cycling and walking that are equitable to all users, minimising conflict of different modes and user abilities, thereby encouraging more to cycle and feel safe on the streets. These should integrate with 'quiet way' off-street options through green routes where possible.
- 9.55 The motor vehicle should be subordinate in importance on the street network within the village. Equally, while a car-limited development should be the main driver, the development should also make owning or using clean vehicle options possible, taking advantage of the latest and emerging technologies.
- 9.56 The necessary electric vehicle charging infrastructure should also be designed and delivered appropriately, adhering to principles of universal design and clutter free public realm. Vehicle sharing clubs should be encouraged to establish. These less polluting vehicle options should be coupled by planning for clean air zones/car free, especially around the schools.

- 9.57 Design should consider how to influence safe and active travel mode behaviours through design, i.e. streets narrow and ‘village’ in feel, dense network of streets, paths and parks ensures that it is faster and more enjoyable to walk and bike than to drive, less land to streets.
- 9.58 Cul-de-sacs should be an exception; street width is important to allow cycling and not allow the car to dominate, making them pedestrian friendly with opportunities for home zones to establish.

## Social Place

### VILLAGE CENTRE

- 9.59 Strategic Objective DH01d (social place) seeks to ensure the development creates active, vibrant village centres with the necessary community infrastructure, all connected and interspersed by nodes of social-cultural activity and recreational opportunities throughout the green infrastructure to foster social wellbeing and healthy communities. This aligns to the Garden Community principles which state that development should deliver ‘strong cultural, recreational and shopping facilities’ and where the ‘scale... supports the necessary infrastructure to allow the community to function self-sufficiently on a day-to-day basis’. Additionally, it states that Garden Communities should be ‘healthy places’, ‘designed to provide the choices and changes for all to live a healthy life’.
- 9.60 The long-term success of any place is fundamentally rooted in the community that establishes; and this invariably depends on designing places that are social, that incorporate spaces where opportunities for recreation, social interaction and where individual and collective wellbeing pursuits can ensue. For Dunton Hills, the historic fabric of the farmstead already provides an ideal, cultural heritage backdrop for the primary village centre to establish itself with a village green and a mix of civic and commercial spaces to create a vibrant village core.
- 9.61 Knitting together the residential streets with the village centre(s) will be the green infrastructure, which will be interspersed with nodes of recreation/leisure activity and more local village hubs, making the whole village feel connected and walkable in line with DH01b (landscape-led).
- 9.62 The village centre should be on the District Shopping Centre level in the retail hierarchy, comparable with Ingatestone village centre, to create a central hub for new residents to come together and to provide day-to-day facilities including a supermarket, retail, healthcare, leisure and community amenities. The amount of retail is to be confirmed through the masterplan process.

### SOCIAL INFRASTRUCTURE

- 9.63 The timely delivery of education, health and community facilities early in the development will also be key to enabling the success of the village in its early years. Community spaces should be flexible to adapt to the needs and cultural preferences of the community which settles.

- 9.64 Opportunities to co-design these spaces with the surrounding communities and/or with early settlers should be harnessed.
- 9.65 A health facility will need to be part of the community infrastructure, and this should be carefully planned to ensure the integration encourages better, healthier behaviours. The facility should focus on wellbeing and prevention, and be an exemplar example of integrating diagnosis, treatment and proactive wellbeing onsite, set in a backdrop of nature, where prescribing healthy activity can be achieved by the integration of services. Integrating the health facility in proximity to recreation and community facilities will actively encourage 'sustainable healthcare', embedding a design that encourages healthy living, eating, and activities and opportunities for social prescribing.
- 9.66 Design principles for community and health facilities should incorporate:
- i. the principles set out by the Centre for Sustainable Health Care including: prevention, patient empowerment and self-care, lean systems, low carbon alternatives;
  - ii. principals of biophilic design which connect people with nature and use design elements which incorporate natural analogues (such as natural textures, patterns, colours and images) to create positive perceptual environments.

## Smart Infrastructure

- 9.67 Strategic Objective DH01e (smart infrastructure) seeks to ensure development delivers smart, sustainable and resilient infrastructure to future-proof investment. This objective aligns to the Garden Community principles which calls for 'future proofed' places, designed to be resilient to allow for changing demographics, future growth and the impacts of climate change; as well as development that 'uses zero-carbon and energy-positive technology to ensure climate resilience'. This is fundamental to a development site that will take over two decades to complete.
- 9.68 It is important that the infrastructure is creatively designed to take account of the anticipated opportunities presented by technological advances (such as driverless cars and renewable energy measures), therefore, ensuring some flexibility to adapt to future progression. Sustainable development can only be achieved through the use of cleaner, smarter, more energy efficient service infrastructure that save on running costs in the longer-term. Smart infrastructure should look at the best possible solutions to minimise resource waste and costs, and maximise efficiencies, value for money and digital convenience.
- 9.69 Digital infrastructure will be fundamental, especially to account for the changing working patterns and needs for home working.
- 9.70 Future proofing investment can be achieved by taking advantage of land value capture which is made possible by green field development at these early stages – a key Garden Communities principle. It is important to recognise the fundamental role that GBI can play in delivering climate resilient smart infrastructure to help achieve resource efficiencies in water management, energy consumption as well as mitigation of air pollution.

- 9.71 Opportunities to embed anticipated technological advances must be secured early in the design and build of the scheme. There are many examples of how smart infrastructure is being rolled out throughout the world; these should be taken into account in a scheme like this which will be 20 years into the future; opportunities such as driverless public transport, construction techniques that allow for accelerated delivery, building and construction materials that generate energy, smart grids that are more efficient at utilising energy, ambitious standards for environmental sustainability of housing, and undergrounding of refuse bins, etc. should all be considerations in the planning and design of the scheme, subject to further masterplanning work.

## Enterprise, Innovation and Learning

- 9.72 Strategic Objective DH02b (all through learning) will deliver an exemplar all through school with a design that fosters a learning environment for all types of learners and through life, from nursery through to adult learning opportunities.
- 9.73 Garden Community principles emphasise the need to integrate 'a wide range of jobs within easy commuting distances of homes'. The success of enterprise depends on designing and building work places and learning spaces that are healthy-by-design, to inspire and promote creativity and productivity.
- 9.74 Strategic Objective DH02c (innovation & learning) aims to ensure the construction process quick-starts a programme of innovation, learning and enterprise; and Strategic Objective DH02a (healthy & productive work places) seeks to ensure the delivery of a variety of workplaces to ensure a self-sustaining garden village with good job opportunities.
- 9.75 Dunton Hills is being developed amongst a backdrop of wider economic growth opportunities, including the Enterprise Park and East Horndon employment site. The proximity of these workplaces will make Dunton Hills Village a desirable place to live, to be near work.
- 9.76 Equally however, the village centre(s) themselves should provide opportunities for localised employment, to ensure a thriving local economy ensues. The spaces should be designed to flexibly accommodate A1-A5 use classes as well as appropriate B1 uses and other community spaces, thinking particularly about the entrepreneurial potential of the area.
- 9.77 The interior design should be informed by the latest research and guidance from key institutional bodies like British Council of Offices (BCO) and Chartered Institute of Building Services Engineering (CIBSE) on how design can create productive workplaces. The aspiration is to also create units that are suitable for small businesses as well as account for the current trend in flexible working modes; superfast broadband will be integral in all buildings to make this a success.
- 9.78 This aim also requires a programme of complementary actions to be embedded alongside the planning process, such as working with the research and innovation sectors and local education establishments, to ensure knowledge transfer and learning are firmly embedded from conception, through to construction and implementation of the scheme.

- 9.79 Delivery of, firstly, primary, and eventually, secondary education provision is key to the long-term success of the village. Its location and how it is designed is also fundamental to the overall performance of the school. The school should ideally be placed away from the main arterial roads that surround the site, and should be orientated towards the village centre, so that it becomes part of the social fabric of the place and creates opportunities for wider after-school recreation and learning pursuits by the wider community.
- 9.80 The school should be set within a garden itself, providing opportunities for outdoor learning and 'forest school' sessions in nature. It should also provide the on-site provision of playing fields for sports and physical education. The interior and functional design of the school should be informed by various case studies which have learned from successes and failures of making a good learning environment (e.g. schools for future programmes). Designing for sensory comfort and stimulation are fundamental components of interior design and particular attention should be placed on issues of solar gains, ventilation, air quality and movement through school. Implementation of accredited standards, such as the WELL standard will be expected.
- 9.81 The project team have already begun a programme working with local schools and universities. This is instilling a culture of co-design, which could eventually lead to a cultural of co-delivery within the community. Such initiatives can help foster a sense of community and achievement, and drive a sense of belonging to the place.
- 9.82 The construction programme should create a programme of apprenticeships to inspire future residents to be part of the process and should, where appropriate, incorporate elements of traditional skills and craftsmanship. Additional learning programmes could be implemented such as involving local schools and education establishments to help monitor and record any wildlife and changes as part of the school curriculum, establishing learning opportunities from the outset.

## Community Stewardship

- 9.83 Strategic Objective DH03a (governance) aims to ensure development embeds the right governance structures and covenants to maintain an ongoing and proactive stewardship of communal and public interfacing spaces. This responds to the fundamental Garden Communities principle of 'community ownership of land and long-term stewardship of assets'.
- 9.84 A suitable management body will need to be established at an appropriate time to manage the assets of the DHGV over the long-term. The most suitable approach should emerge through the design and delivery process. Consideration should be given to how the legacy assets will be handed over for on-going legacy operations and maintenance.
- 9.85 To achieve this aim requires the early thinking about the handover and legacy requirements of the development. The delivery process should firmly embed principles of co-creation and participation. Embedding these requirements early will help the self-sufficiency of the site, providing the longer-term environment for a more effective resource management approach as well as a spirit of active citizenship, participation and stewardship of the village assets.



- 9.86 Development proposals should demonstrate how ongoing management is to be achieved in line with the key Garden Communities principle on legacy and stewardship arrangements. Active participation in the design and delivery will foster a sense of belonging and continued participation in the village life and stewardship of assets. The setup of such arrangements are to be funded by the development from the outset.
- 9.87 A delivery and legacy management strategy should be developed, in collaboration with development management, local authority departments (highways, planning, property), the Parish Council, utility service providers, land trusts, to find the best model to achieve the desired outcome, without a long-term disproportionate and unsustainable financial burden on any one stakeholder group.
- 9.88 Equally, thinking creatively about land registry solutions, such as creating covenants to achieve key stewardship elements for the maintenance of front of house green verges, or treatment of front gardens, for example, should be considered.
- 9.89 The Legacy Management Strategy should include the elements of logistics, project management, governance arrangements, code of construction, amongst others, to give assurance around the deliverability of the scheme, within a timely manner.

## Strategic Housing Allocations

### West Horndon Industrial Estate

#### **POLICY R02: LAND AT WEST HORNDON INDUSTRIAL ESTATE**

Land at West Horndon Industrial Estate, as shown in Appendix 2, is allocated for residential development. Development proposals should consider the following:

##### **A. Amount and Type of Development**

- a. provision for around 580 new homes of mixed size and type, including affordable housing;
- b. provision for a residential care home (around 60 bed scheme as part of the overall allocation);
- c. provision for 5% self-build and custom build across the entire allocation area; and

- d. Provision of 2ha of land for employment purposes.

#### **B. Development Principles**

- a. comprehensive masterplan and phasing strategy to be prepared and considered as planning application comes forward;
- b. vehicular access via Station Road and Childerditch Lane;
- c. creating a new village centre, connected by sustainable links to West Horndon station, and which comprises retail and supporting community facilities;
- d. new and enhanced links with West Horndon station and the wider area; and
- e. provide well-connected internal road layouts which allow for good accessibility;
- f. provision for new multi-functional green infrastructure, including public open space.
- g. provide for appropriate landscaping and buffers along sensitive boundary adjoining the railway line.

#### **C. Infrastructure Requirements**

- a. provision for improved bus service;
- b. provision for health facilities; and
- c. the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue.

- 9.90 This site is situated on the western side of West Horndon adjoining the railway station in the centre of the village. The site will provide for around 580 homes, anticipated to be delivered between 2021/22 and 2030/31. This will deliver a high quality sustainable new development that maximises opportunities for travel by sustainable modes. It will provide a mix of size and type of homes including affordable, self-build and custom build, appropriately accessible and adaptable housing, as well as other types of specialist housing in accordance with the Council's policy requirements.
- 9.91 The development will take its main vehicular access from Station Road and will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.



- 9.92 This development is in close proximity to the existing village and well located to existing facilities including the train station, shop, public house and village hall.
- 9.93 Opportunities for sustainable transport modes should be maximised to allow for alternative forms of transport to the private car (walking, cycling and public transport) are prioritised.
- 9.94 A residential travel plan will be required for the development to include a package of measures to ensure active and sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car. The development will be required to provide good accessibility for bus services and improve nearby bus stop infrastructure.
- 9.95 The development is expected to promote the highest standards of design to ensure inclusive and high-quality buildings and spaces.
- 9.96 The development will be required to provide appropriate landscaping and buffers to preserve the amenity of adjoining residential properties. Buffers will also be required along sensitive boundaries adjoining the railway line.
- 9.97 As the site is located within a Critical Drainage Area early consultation with the Lead Local Flood Authority (Essex County Council) will be required to determine appropriate mitigation which should be incorporated into the overall design of the scheme.

## Land North of Shenfield, Shenfield

### **POLICY R03: LAND NORTH OF SHENFIELD**

Land north of Shenfield, as shown in Appendix 2, known as Officer's Meadow and surrounding land is allocated for residential development. Development proposals should consider the following:

#### **A. Amount and Type of Development**

- a. provision for around 825 new homes of mixed size and type, including affordable housing;
- b. provision of land (circa 2.1 hectares) for a co-located primary school and early years and childcare nursery (Use Class D1);
- c. provision for a residential care home (around 60 bed scheme as part of the overall allocation);
- d. provision for 5% self-build and custom build across the entire allocation area; and

- e. provision of 2ha of land for employment purposes.

## **B. Development Principles**

- a. comprehensive masterplan and phasing strategy to be prepared and considered as planning applications come forward;
- b. site is identified as a key gateway location and development should reflect this in terms of design quality particularly on land near to Junction 12, A12;
- c. vehicular access via Chelmsford Road (A1023) and Alexander Lane;
- d. potential for diversion of Alexander Lane, creating a quiet lane for pedestrians and cyclists, with the provision for new and improved route through the development site linking to Chelmsford Road;
- e. enhancing sustainable links with Shenfield station and local services and facilities in the wider area;
- f. provide well-connected internal road layouts which allow for good accessibility;
- g. provision for new multi-functional green infrastructure including public open space;
- h. maintain and enhance Public Right of Way within the site and to the wider area; and
- 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.

## **C. Infrastructure Requirements**

- a. provide pedestrian and cycle crossing points across Chelmsford Road (A1023) where appropriate;
- b. provision for improved bus service; and
- c. the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue.

- 9.98 This site is situated to the north of Shenfield with the A12 adjoining the northern boundary and railway line to the east. The site will provide for around 825 homes, anticipated to be delivered between 2023/24 and 2030/31. This will deliver a high quality sustainable new development that maximises opportunities for travel by sustainable modes. It will provide a mix of size and type of homes including affordable, self-build and custom build, appropriately accessible and adaptable housing, as well as other types of specialist housing in accordance with the Council's policy requirements.
- 9.99 As the allocation comprises a number of parcels which could be brought forwards at different times it is important that consideration is given to how the site will develop holistically. As individual parcels are brought forwards any masterplan will need to appropriately consider and reflect what is being proposed elsewhere on the site. This is particularly important in ensuring that collective requirements for infrastructure provision are considered and delivered appropriately.
- 9.100 Given the scale of development, a wide range of new community services and facilities including a new co-located primary school and early years and childcare nursery, open space and play facilities are required. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development.
- 9.101 The scale of development in this location will require a new primary school with co-located early years and childcare nursery located on 2.1ha of land. A comprehensive approach will be necessary to deliver this early on in the development.
- 9.102 The development will take its main vehicular access from Chelmsford Road (A1023) and will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.
- 9.103 Opportunities for sustainable transport modes should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections will be expected to be provided within the site and to the wider area. As parts of the site are separated by Chelmsford Road (A1023) pedestrian and cycle crossings need to be provided where appropriate to allow for safe connection between the two areas. Opportunities to improve and enhance pedestrian and cycle connectivity with Shenfield station, local services and shops should also be explored.
- 9.104 A residential travel plan will be required for the development to include a package of measures to ensure active and sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car. The development will be required to provide good accessibility for bus services and improve nearby bus stop infrastructure.
- 9.105 The development will be required to provide appropriate habitat mitigation and creation, and appropriate buffers to the Local Wildlife Site (Arnold's Wood). As the site is located within a Critical Drainage Area early consultation with the Lead Local Flood Authority (Essex County Council) will be required to determine appropriate mitigation which should be incorporated into the overall design of the scheme.

## Ford Headquarters and Council Depot, Warley

### POLICY R04 AND R05: FORD HEADQUARTERS AND COUNCIL DEPOT

The Ford Headquarters and Council Depot, Warley, as shown in Appendix 2, is allocated for residential development. Development proposals should consider the following:

#### A. Amount and Type of Development

- a. provision for around 473 new homes of mixed size and type, including affordable housing;
- b. provision for a residential care home (around 60 bed scheme as part of the overall allocation);
- c. provision for 5% self-build and custom build across the entire allocation area; and
- d. provision of 2ha of land for employment purposes.

#### B. Development Principles

- a. comprehensive masterplan and phasing strategy to be prepared and considered as planning applications come forward;
- b. vehicular access via Eagle Way and The Drive;
- c. provide well-connected internal road layouts which allows for good accessibility;
- d. integrate existing community facilities within new development provision for new multi-functional green infrastructure including public open space;
- e. consideration of historic context for the area;
- f. preserve the setting of two listed buildings on adjoining land to the west; and
- g. protect and where appropriate enhance the Local Wildlife Sites (Barrack Wood/Donkey Lane Plantation).

#### C. Infrastructure Requirements

- a. provision for improved bus service; and

- b. the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue.

- 9.106 This site is situated to the south of the Warley urban area. The site will provide for around 473 homes, anticipated to be delivered between 2024/25 and 2032/33. This will deliver a high quality sustainable new development that maximises opportunities for travel by sustainable modes. It will provide a mix of size and type of homes including affordable, self-build and custom build, appropriately accessible and adaptable housing, as well as other types of specialist housing in accordance with the Council's policy requirements.
- 9.107 The development will take its main vehicular access from Eagle Way and The Drive and will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.
- 9.108 It is expected that existing community facilities adjoining the site (e.g. Brentwood Imperial Youth Band) will be integrated into the development.
- 9.109 A residential travel plan will be required for the development to include a package of measures to ensure active and sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car. The development will be required to provide good accessibility for bus services and improve nearby bus stop infrastructure.
- 9.110 The historic context of the site including previous use by the Essex Regiment and current use by Ford Motor Company provides an opportunity to promote local history.
- 9.111 The development will be required to provide appropriate habitat mitigation and creation, and appropriate buffers to the Local Wildlife Site, Barrack Wood/Donkey Lane Plantation.
- 9.112 As the site is located within a Critical Drainage Area early consultation with the Lead Local Flood Authority (Essex County Council) will be required to determine appropriate mitigation which should be incorporated into the overall design of the scheme.

# Housing Allocations

## Land off Nags Head Lane, Brentwood

### **POLICY R06: LAND OFF NAGS HEAD LANE**

Land off Nags Head Lane, Brentwood, as shown in Appendix 2, is allocated for housing development. Development proposals should consider the following:

#### **A. Amount and Type of Development**

- a. provision for around 125 new homes of mixed size and type.

#### **B. Development Principles**

- a. vehicular access via Nags Head Lane;
- b. provision for pedestrian and cycle connections
- c. provision for public open space; and
- d. provide for sensitive landscaping along the north and eastern boundaries adjoining existing commercial development and residential dwellings;

#### **C. Infrastructure Requirements**

- a. the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue.

- 9.113 This site is situated to the west of the Brentwood urban area bounded by the railway line and Nags Head Lane. Residential properties and retail units adjoin the site to the north and further residential properties adjoin the eastern boundary. The site will provide for around 125 homes, anticipated to be delivered between 2021/22 and 2025/26. It will provide a mix of size and type of homes including affordable in accordance with the Council's policy requirements.

- 9.114 The development will take its main vehicular access from Nags Head Lane and will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.
- 9.115 Residential Travel Information Packs would be expected to be provided to new residents to promote sustainable travel from the site. These should be produced in consultation with the Highway Authority.
- 9.116 As the site is located within a Critical Drainage Area early consultation with the Lead Local Flood Authority (Essex County Council) will be required to determine appropriate mitigation which should be incorporated into the overall design of the scheme.

## Sow and Grow Nursery, Pilgrims Hatch

### POLICY R07: SOW AND GROW NURSERY

Sow and Grow Nursery, Pilgrims Hatch, as shown in Appendix 2, is allocated for housing development. Development proposals should consider the following:

#### **A. Amount and Type of Development**

- a. provision for around 38 new homes of mixed size and type, including affordable housing.

#### **B. Development Principles**

- a. vehicular access via Ongar Road;
- b. provision for pedestrian and cycle connections;
- c. preserve the setting of the Historic Park and Garden site (South Weald Park) to west of the site; and
- d. provide for sensitive landscaping along the south western boundary adjoining the allotments.

#### **C. Infrastructure Requirements**

- a. the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue.

- 9.117 This site is situated to the south west of Pilgrims Hatch on off Ongar Road (A128). Residential properties are situated to the north and on the opposite side of Ongar Road (A128). Allotments and agricultural fields adjoin the site to the west. The site will provide for around 38 homes, anticipated to be delivered between 2020/21 and 2021/22. It will provide a mix of size and type of homes including affordable in accordance with the Council's policy requirements.
- 9.118 The development will take its main vehicular access from Ongar Road (A128) and will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.
- 9.119 Residential Travel Information Packs would be expected to be provided to new residents to promote sustainable travel from the site. These should be produced in consultation with the Highway Authority.
- 9.120 The development will be required to provide appropriate landscaping and buffers to protect the amenity of the adjoining allotments and nearby Historic Park and Garden at South Weald Park.
- 9.121 As the site is located within a Critical Drainage Area early consultation with the Lead Local Flood Authority (Essex County Council) will be required to determine appropriate mitigation which should be incorporated into the overall design of the scheme.

## Land at Mascalls Lane, Warley

### POLICY R08: LAND AT MASCALLS LANE

Land at Mascalls Lane, Warley, as shown in Appendix 2, is allocated for housing development. Development proposals should consider the following:

#### **A. Amount and Type of Development**

- a. provision for around 9 new homes of mixed size and type.

#### **B. Development Principles**

- a. vehicular access via Mascalls Lane; and
- b. provide for sensitive landscaping along the north, east and western boundaries adjoining existing residential dwellings.

#### **C. Infrastructure Requirements**



- a. the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue.

- 9.122 This site is situated to the south of Warley on land off Mascalls Lane. Existing residential properties adjoin the site on the north, east and western boundaries. The site will provide for around 9 homes, anticipated to be delivered in 2020/21.
- 9.123 The development will take its main vehicular access from Mascalls Lane and will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.
- 9.124 Residential Travel Information Packs would be expected to be provided to new residents to promote sustainable travel from the site. These should be produced in consultation with the Highway Authority.
- 9.125 As the site is located within a Critical Drainage Area early consultation with the Lead Local Flood Authority (Essex County Council) will be required to determine appropriate mitigation which should be incorporated into the overall design of the scheme.

## Land off Warley Hill, Warley

### POLICY R09: LAND OFF WARLEY HILL

Land off Warley Hill, Warley, as shown in Appendix 2, is allocated for housing development. Development proposals should consider the following:

#### **A. Amount and Type of Development**

- a. provision for around 43 new homes of mixed size and type.

#### **B. Development Principles**

- a. vehicular access via Pastoral Way; and
- b. preserve the setting of nearby listed buildings;

- c. provide for sensitive landscaping throughout the site and consider the need for the retention of some existing trees on site where appropriate.

### **C. Infrastructure Requirements**

- a. the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue.

- 9.126 This site is situated near the centre of Warley on land west of Warley Hill (B186) to the south of Warley on land off Mascalls Lane. Residential properties lie to the north east and north west of the site with established woodland adjoining the western boundary. The site will provide for around 43 homes, anticipated to be delivered between 2023/24 and 2024/25. It will provide a mix of size and type of homes including affordable in accordance with the Council's policy requirements.
- 9.127 The development will take its main vehicular access from Pastoral Way. Development will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.
- 9.128 Residential Travel Information Packs would be expected to be provided to new residents to promote sustainable travel from the site. These should be produced in consultation with the Highway Authority.
- 9.129 The site forms part of the former Warley Hospital estate with nearby Grade II Listed Buildings situated to the north (Tower House and Lodge at Warley Hospital). The setting of these will need appropriate consideration in forming the design and layout of the site.
- 9.130 As the site is located within a Critical Drainage Area early consultation with the Lead Local Flood Authority (Essex County Council) will be required to determine appropriate mitigation which should be incorporated into the overall design of the scheme.

## **Brentwood Railway Station car park, Brentwood**

### **POLICY R10: BRENTWOOD RAILWAY STATION CAR PARK**

Brentwood Railway Station car park, as shown in Appendix 2, is allocated for housing development. Development proposals should consider the following:

#### **A. Amount and Type of Development**

- a. provision for around 100 new homes of mixed size and type, including affordable housing.

#### **B. Development Principles**

- a. vehicular access via St. James Road;
- b. provision for pedestrian and cycle connections
- c. provision for public open space;
- d. development proposals should consider wider Town Centre parking needs in collaboration with other development sites where there is existing parking on site, in order to ensure that the current level of Town Centre public parking spaces is maintained.

#### **C. Infrastructure Requirements**

- a. the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue.

- 9.131 This site is situated in Brentwood on land west of Brentwood railway station. The site is bounded by the railway line to the south and there are residential dwellings situated to the north. The site will provide for around 100 homes, anticipated to be delivered between 2029/30 and 2032/33. It will provide a mix of size and type of homes including affordable in accordance with the Council's policy requirements.
- 9.132 The development will take its main vehicular access from St James Road and will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.
- 9.133 Residential Travel Information Packs would be expected to be provided to new residents to promote sustainable travel from the site. These should be produced in consultation with the Highway Authority.
- 9.134 With the site being centrally located opportunities to create improved connections and public realm enhancement, including the creation of public open space should be maximised.
- 9.135 Opportunities for sustainable transport modes should be maximised to allow for alternative forms of transport to the private car (walking, cycling and public transport) to be prioritised.

- 9.136 As the site is located within a Critical Drainage Area early consultation with the Lead Local Flood Authority (Essex County Council) will be required to determine appropriate mitigation which should be incorporated into the overall design of the scheme.

## Westbury Road Car Park, Brentwood

### POLICY R11: WESTBURY ROAD CAR PARK

Land off Westbury Road, Brentwood, as shown in Appendix 2, is allocated for housing development. Development proposals should consider the following:

#### A. Amount and Type of Development

- a. provision for around 45 new homes of mixed size and type, including affordable housing.

#### B. Development Principles

- a. vehicular access via Westbury Road;
- b. site is identified as a key opportunity area within the Town Centre Design Plan and development should reflect this in terms of design quality;
- c. provision for pedestrian and cycle connections;
- d. preserve and where appropriate enhance the character and appearance of the Conservation Area which adjoins the site.
- e. preserve the setting of nearby listed buildings;
- f. heritage assessment taking account of archaeological potential for the historic core of Brentwood; and
- g. development proposals should consider wider Town Centre parking needs in collaboration with other development sites where there is existing parking on site, in order to ensure that current level of Town Centre public parking spaces is maintained.

#### C. Infrastructure Requirements

- a. the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of

surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue.

- 9.137 This site is located within Brentwood Town Centre on land south of the High Street (A1023) and west of Kings Road. Residential properties adjoin the southern boundary and business uses lie to the east. The site will provide for around 45 homes, anticipated to be delivered between 2020/21 and 2021/22. It will provide a mix of size and type of homes including affordable in accordance with the Council's policy requirements.
- 9.138 The development will take its main vehicular access from Westbury Road and will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.
- 9.139 Residential Travel Information Packs would be expected to be provided to new residents to promote sustainable travel from the site. These should be produced in consultation with the Highway Authority.
- 9.140 The site is situated in an important central location in within Brentwood Town Centre. Appropriate consideration therefore needs to be given to preservation and where appropriate enhancing the nearby Conservation Area and setting of Listed Buildings.
- 9.141 As the site is located within a Critical Drainage Area early consultation with the Lead Local Flood Authority (Essex County Council) will be required to determine appropriate mitigation which should be incorporated into the overall design of the scheme.

## Land at Hunter House, Brentwood

### POLICY R12: LAND AT HUNTER HOUSE

Land at Hunter House, as shown in Appendix 2, is allocated for housing development. Development proposals should consider the following:

#### **A. Amount and Type of Development**

- a. provision for around 48 new homes of mixed size and type, including affordable housing.

#### **B. Development Principles**

- a. vehicular access via Western Road;
- b. provision for pedestrian and cycle connections; and
- c. heritage assessment taking account of archaeological potential for the historic core of Brentwood.

#### **Infrastructure Requirements**

- a. the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue.

- 9.142 This site is located within Brentwood Town Centre on land adjacent to Western Road, south of William Hunter Way and the western end of the High Street (A1023). The site is adjoined by residential dwellings and commercial premises on all boundaries. The site will provide for around 48 homes, anticipated to be delivered between 2024/25 and 2026/27. It will provide a mix of size and type of homes including affordable in accordance with the Council's policy requirements.
- 9.143 The development will take its main vehicular access from Western Road and will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.
- 9.144 Residential Travel Information Packs would be expected to be provided to new residents to promote sustainable travel from the site. These should be produced in consultation with the Highway Authority.
- 9.145 As the site is located within a Critical Drainage Area early consultation with the Lead Local Flood Authority (Essex County Council) will be required to determine appropriate mitigation which should be incorporated into the overall design of the scheme.

## Chatham Way car park, Brentwood

### POLICY R13: CHATHAM WAY CAR PARK

Chatham Way car park, Brentwood, as shown in Appendix 2, is allocated for housing development. Development proposals should consider the following:

#### **A. Amount and Type of Development**

- a. provision for around 31 new homes of mixed size and type, including affordable housing.

#### **B. Development Principles**

- a. vehicular access via Chatham Way;
- b. provision for pedestrian and cycle connections;
- c. possible retention of public car parking along with Westbury Road and William Hunter Way Housing sites;
- d. preserve and where appropriate enhance the character and appearance of the Conservation Area which the site is situated within;
- e. heritage assessment taking account of archaeological potential for the historic core of Brentwood; and
- f. development proposals should consider wider Town Centre parking needs in collaboration with other development sites where there is existing parking on site, in order to ensure that the current level of Town Centre public parking spaces is maintained.

#### **C. Infrastructure Requirements**

- a. the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue.

9.146 This site is located within Brentwood Town Centre on land between Chatham Way and Crown Street at the western end of the High Street (A1023). The site is adjoined by residential dwellings and commercial premises on all boundaries. The site will provide for around 31 homes, anticipated to be delivered between 2020/21 and 2021/22. It will provide

a mix of size and type of homes including affordable in accordance with the Council's policy requirements.

- 9.147 The development will take its main vehicular access from Chatham Way. It will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.
- 9.148 Residential Travel Information Packs would be expected to be provided to new residents to promote sustainable travel from the site. These should be produced in consultation with the Highway Authority.
- 9.149 As the site is located within a Critical Drainage Area early consultation with the Lead Local Flood Authority (Essex County Council) will be required to determine appropriate mitigation which should be incorporated into the overall design of the scheme.

## William Hunter Way car park, Brentwood

### POLICY R14: WILLIAM HUNTER WAY CAR PARK

William Hunter Way car park, Brentwood, as shown in Appendix 2, is allocated for housing and retail development. Development proposals should consider the following:

#### **A. Amount and Type of Development**

- a. provision for around 300 new homes of mixed size and type, including affordable housing; and
- b. provision for retail use.

#### **B. Development Principles**

- a. vehicular access via William Hunter Way;
- b. site is identified as a key opportunity area within the Town Centre Design Plan and development should reflect this in terms of design quality;
- c. comprehensive masterplan to be developed with full consideration of the sensitive site edges;
- d. provision for pedestrian and cycle connections;
- e. preserve and where appropriate enhance the character and appearance of the Conservation Area which adjoins the site;



- f. heritage assessment taking account of archaeological potential for the historic core of Brentwood; and
- g. development proposals should consider wider Town Centre parking needs in collaboration with other development sites where there is existing parking on site, in order to ensure that the current level of Town Centre public parking spaces is maintained.

### **C. Infrastructure Requirements**

- a. the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue.

- 9.150 This site is located within Brentwood Town Centre on land to the north of the High Street (A1023) along William Hunter Way. The site is adjoined by residential dwellings on the north, east and western boundaries with commercial premises to the south. The site will provide for around 300 homes, anticipated to be delivered between 2022/23 and 2028/29. It will provide a mix of size and type of homes including affordable in accordance with the Council's policy requirements. In addition, retail use is expected to be delivered on site due to its prominent town centre location.
- 9.151 The development will take its main vehicular access from William Hunter Way. It will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.
- 9.152 A residential travel plan will be required for the development to include a package of measures to ensure active and sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car. The development will be required to provide good accessibility to bus services and improve nearby bus stop infrastructure.
- 9.153 As the site is located within a Critical Drainage Area early consultation with the Lead Local Flood Authority (Essex County Council) will be required to determine appropriate mitigation which should be incorporated into the overall design of the scheme.

## Wates Way Industrial Estate, Brentwood

### POLICY R15: WATES WAY INDUSTRIAL ESTATE

Wates Way Industrial Estate, Brentwood, as shown in Appendix 2, is allocated for housing and retail development. Development proposals should consider the following:

#### A. Amount and Type of Development

- a. provision for around 80 new homes of mixed size and type, including affordable housing; and
- b. provision for retail/ commercial use.

#### B. Development Principles

- a. vehicular access via Ongar Road;
- b. provision for public open space;
- c. provision for pedestrian and cycle connections; and
- d. consideration of historic context for the area.

#### C. Infrastructure Requirements

- a. the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue.

9.154 This site is located within Brentwood Town Centre on land off Ongar Road (A128). The site is adjoined by residential dwellings on the north eastern boundary with further residential and commercial units on the south east and south western boundaries. The site will provide for around 80 homes, anticipated to be delivered between 2022/23 and 2025/26. It will provide a mix of size and type of homes including affordable in accordance with the Council's policy requirements. In addition, retail/commercial use is expected to be delivered on site.

9.155 The development will take its main vehicular access from Ongar Road (A128). It will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.

- 9.156 Residential Travel Information Packs would be expected to be provided to new residents to promote sustainable travel from the site. These should be produced in consultation with the Highway Authority.
- 9.157 With the site being centrally located opportunities to create improved connections and public realm enhancement, including the creation of public open space should be maximised.
- 9.158 The historic context of the site including previous use as an iron works provides an opportunity to promote local history.
- 9.159 As the site is located within a Critical Drainage Area early consultation with the Lead Local Flood Authority (Essex County Council) will be required to determine appropriate mitigation which should be incorporated into the overall design of the scheme.

## Land off Doddinghurst Road, Pilgrims Hatch and Brentwood

### POLICY R16 & R17: LAND OFF DODDINGHURST ROAD

Land off Doddinghurst Road, Pilgrims Hatch and Brentwood as shown in Appendix 2, is allocated for residential development. Development proposals should consider the following:

#### **A. Amount and Type of Development**

- a. provision for around 200 new homes of mixed size and type, including affordable housing.

#### **B. Development Principles**

- a. vehicular access via Doddinghurst Road;
- b. provision for public open space;
- c. provision for pedestrian and cycle connections; and
- d. provide for appropriate landscaping and buffers along sensitive boundary adjoining the A12.

#### **C. Infrastructure Requirements**

- a. provision for improved bus service; and
- b. the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of

surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue.

- 9.160 This site comprises two parcels of land separated by the A12. The northern parcel is situated to the south of Pilgrims Hatch and the southern parcel is to the north of Brentwood. Both parcels adjoin existing residential dwellings on two boundaries. The site will provide for around 200 homes, anticipated to be delivered between 2023/24 and 2026/27. It will provide a mix of size and type of homes including affordable in accordance with the Council's policy requirements.
- 9.161 The development will take its main vehicular access from Doddinghurst Road. It will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.
- 9.162 Residential Travel Information Packs would be expected to be provided to new residents to promote sustainable travel from the site. These should be produced in consultation with the Highway Authority.
- 9.163 Opportunities to create improved connections should be maximised to create a development where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections will be expected to be provided within the site and to the wider area.
- 9.164 As the site is located within a Critical Drainage Area early consultation with the Lead Local Flood Authority (Essex County Council) will be required to determine appropriate mitigation which should be incorporated into the overall design of the scheme.

## Land off Crescent Drive, Shenfield

### **POLICY R18: LAND OFF CRESCENT DRIVE**

Land off Crescent Drive, Shenfield, as shown in Appendix 2, is allocated for housing development. Development proposals should consider the following:

#### **A. Amount and Type of Development**

- a. provision for around 55 new homes of mixed size and type, including affordable housing.

## **B. Development Principles**

- a. vehicular access via Crescent Drive;
- b. provision for public open space;
- c. protect and enhance landscape boundaries to the south west of the site;
- d. protect existing site trees within the development site; and
- e. provision for pedestrian and cycle connections.

## **Infrastructure Requirements**

- a. the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue.

- 9.165 This site is located in the south west of Shenfield on land adjoining Brentwood Community Hospital off Crescent Drive. The site is adjoined by residential dwellings on the north, east and southern boundaries. The site will provide for around 55 homes, anticipated to be delivered between 2021/22 and 2023/24. It will provide a mix of size and type of homes including affordable in accordance with the Council's policy requirements.
- 9.166 The development will take its main vehicular access from Crescent Drive. It will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.
- 9.167 Opportunities to create improved connections should be maximised to create a development where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections will be expected to be provided within the site and to the wider area.
- 9.168 Residential Travel Information Packs would be expected to be provided to new residents to promote sustainable travel from the site. These should be produced in consultation with the Highway Authority.
- 9.169 The development will be required to provide appropriate landscaping and buffers to preserve the amenity of adjoining residential properties and allow for sensitive boundary treatment with the adjoining woodland to the south west. The retention of existing good quality trees on site will be required.
- 9.170 As the site is located within a Critical Drainage Area early consultation with the Lead Local Flood Authority (Essex County Council) will be required to determine appropriate mitigation which should be incorporated into the overall design of the scheme.

## Land at Priests Lane, Shenfield

### POLICY R19: LAND AT PRIESTS LANE

Land at Priests Lane, Shenfield, as shown in Appendix 2, is allocated for residential development. Development proposals should consider the following:

#### A. Amount and Type of Development

- a. provision for around 75 new homes of mixed size and type, including affordable housing; and
- b. potential for the provision of a care home (around 40 bed scheme as part of the overall allocation).

#### B. Development Principles

- a. vehicular access points via Priests Lane;
- b. provision for public open space;
- c. provision for pedestrian and cycle connections; and
- d. provision for Endeavour School expansion.

#### C. Infrastructure Requirements

- a. the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this the site is likely to require an individually designed mitigation scheme to address this issue.

- 9.171 This site is located to the south of Shenfield on land off Priests Lane. The site adjoins the railway line on the south eastern boundary and residential dwellings on the north, east and southern boundaries. The site will provide for around 75 homes, anticipated to be delivered between 2021/22 and 2022/23. It will provide a mix of size and type of homes including affordable and older persons housing in accordance with the Council's policy requirements.
- 9.172 The development will take its main vehicular access from Priests Lane. It will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.
- 9.173 Opportunities to create improved connections should be maximised to create a development where alternative forms of transport to the private car (walking, cycling and public transport)

are prioritised. New and enhanced pedestrian and cycle connections will be expected to be provided within the site and to the wider area.

- 9.174 Residential Travel Information Packs would be expected to be provided to new residents to promote sustainable travel from the site. These should be produced in consultation with the Highway Authority.
- 9.175 The Endeavour School (a Special Educational Needs school) which adjoins the site to the south is seeking to expand to accommodate a 6th Form. The school does not currently have the available land to expand. Land adjoining the school within the development site should be utilised to accommodate the expansion.
- 9.176 As the site is located within a Critical Drainage Area early consultation with the Lead Local Flood Authority (Essex County Council) will be required to determine appropriate mitigation which should be incorporated into the overall design of the scheme.

## The Eagle and Child Public House, Shenfield

### POLICY R20: THE EAGLE AND CHILD PUBLIC HOUSE

Land at The Eagle and Child Pub, Shenfield, as shown in Appendix 2, is allocated for housing development. Development proposals should consider the following:

#### **A. Amount and Type of Development**

- a. provision for around 20 new homes of mixed size and type, including affordable housing.

#### **B. Development Principles**

- a. vehicular access via Chelmsford Road (A1023).

#### **C. Infrastructure Requirements**

- a. the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue.

- 9.177 This site is located in Shenfield on land off Chelmsford Road (A1023). Residential properties adjoin the site on the east, south and western boundaries. The site will provide for around 20 homes, anticipated to be delivered between 2021/22 and 2022/23. It will provide a mix of

size and type of homes including affordable in accordance with the Council's policy requirements.

- 9.178 The development will take its main vehicular access from Chelmsford Road (A1023). It will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.
- 9.179 Residential Travel Information Packs would be expected to be provided to new residents to promote sustainable travel from the site. These should be produced in consultation with the Highway Authority.
- 9.180 As the site is located within a Critical Drainage Area early consultation with the Lead Local Flood Authority (Essex County Council) will be required to determine appropriate mitigation which should be incorporated into the overall design of the scheme.

## Land South of Ingatestone

### **POLICY R21: LAND SOUTH OF INGATESTONE**

Land south of Ingatestone, comprising former garden centre and A12 works site, as shown in Appendix 2, is allocated for housing development. Development proposals should consider the following:

#### **A. Amount and Type of Development**

- a. provision for around 161 new homes of mixed size and type.

#### **B. Development Principles**

- a. vehicular access via Roman Road;
- b. provision for public open space;
- c. provision for pedestrian and cycle connections;
- d. provide for appropriate landscaping and buffers along sensitive boundary adjoining the A12 and railway line; and heritage assessment taking account of archaeological potential for the proximity to Roman Road

#### **C. Infrastructure Requirements**

- a. the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of



surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue.

- 9.181 This site is located to the south of Ingatestone and north of Mountnessing on land between the railway line and Roman Road. Residential properties adjoin the site on the northern boundary. The site will provide for around 161 homes, anticipated to be delivered between 2021/22 and 2023/24. It will provide a mix of size and type of homes including affordable in accordance with the Council's policy requirements.
- 9.182 The development will take its main vehicular access from Roman Road. It will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.
- 9.183 Opportunities to create improved connections should be maximised to create a development where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections will be expected to be provided within the site and to the wider area.
- 9.184 Residential Travel Information Packs would be expected to be provided to new residents to promote sustainable travel from the site. These should be produced in consultation with the Highway Authority.
- 9.185 As the site is located within a Critical Drainage Area early consultation with the Lead Local Flood Authority (Essex County Council) will be required to determine appropriate mitigation which should be incorporated into the overall design of the scheme.

## Land adjacent to the A12, Ingatestone

### **POLICY R22: LAND ADJACENT TO THE A12, INGATESTONE**

Land adjacent to the A12, Ingatestone, as shown in Appendix 2, is allocated for housing development. Development proposals should consider the following:

#### **A. Amount and Type of Development**

- a. provision for around 57 new homes of mixed size and type.

#### **B. Development Principles**

- a. vehicular access via Roman Road;
- b. provision for public open space; and
- c. provide for appropriate landscaping and buffers along sensitive boundary adjoining the A12.

### **C. Infrastructure Requirements**

- a. the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue.

- 9.186 This site is located to the south of Ingatestone on land between Roman Road and the A12. Residential properties adjoin the south east and south western boundaries. The site will provide for around 57 homes, anticipated to be delivered between 2021/22 and 2023/24. It will provide a mix of size and type of homes including affordable in accordance with the Council's policy requirements.
- 9.187 The development will take its main vehicular access from Roman Road. It will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.
- 9.188 Opportunities to create improved connections should be maximised to create a development where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections will be expected to be provided within the site and to the wider area.
- 9.189 Residential Travel Information Packs would be expected to be provided to new residents to promote sustainable travel from the site. These should be produced in consultation with the Highway Authority.
- 9.190 As the site is located within a Critical Drainage Area early consultation with the Lead Local Flood Authority (Essex County Council) will be required to determine appropriate mitigation which should be incorporated into the overall design of the scheme.

## Brizes Corner Field, Kelvedon Hatch

### POLICY R23: BRIZES CORNER FIELD

Brizes Corner Field, Kelvedon Hatch, as shown in Appendix 2, is allocated for housing development. Development proposals should consider the following:

**A. Amount and Type of Development**

- a. provision for around 23 new homes of mixed size and type.

**B. Development Principles**

- a. vehicular access via Blackmore Road; and
- b. provision for public open space.

- 9.191 This site is located to the south west of Kelvedon Hatch on land off Blackmore Road. Residential properties adjoin the site on the north east and north western boundaries. The site will provide for around 23 homes, anticipated to be delivered between 2021/22 and 2022/23. It will provide a mix of size and type of homes including affordable in accordance with the Council's policy requirements.
- 9.192 The development will take its main vehicular access from Blackmore Road. It will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.
- 9.193 Residential Travel Information Packs would be expected to be provided to new residents to promote sustainable travel from the site. These should be produced in consultation with the Highway Authority.

## Land off Stocks Lane, Kelvedon Hatch

### POLICY R24: LAND OFF STOCKS LANE

Land off Stocks Lane, Kelvedon Hatch, as shown in Appendix 2, is allocated for housing development. Development proposals should consider the following:

#### **A. Amount and Type of Development**

- a. provision for around 30 new homes of mixed size and type.

#### **B. Development Principles**

- a. vehicular access via Stocks Lane; and
- b. provision for publicly accessible open space.

- 9.194 This site is located to the south east of Kelvedon Hatch on land off Stocks Lane. Residential properties adjoin the north east and north western boundaries. The site will provide for around 30 homes, anticipated to be delivered between 2021/22 and 2022/23. It will provide a mix of size and type of homes including affordable in accordance with the Council's policy requirements.
- 9.195 The development will take its main vehicular access from Blackmore Road. It will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.
- 9.196 Residential Travel Information Packs would be expected to be provided to new residents to promote sustainable travel from the site. These should be produced in consultation with the Highway Authority.

## Land north of Woollard Way, Blackmore

### POLICY R25: LAND NORTH OF WOOLLARD WAY

Land north of Blackmore, as shown in Appendix 2, is allocated for housing development. Development proposals should consider the following:

#### **A. Amount and Type of Development**

- a. provision for around 40 new homes of mixed size and type;
- b. a minimum of 25% of the proposed dwellings to be reserved for people with a strong and demonstrable local connection or those over 50 years of age. These dwellings should comprise affordable housing. A person with a strong local connection should meet one of the following criteria:
  - i. existing local residents requiring separate accommodation; or
  - ii. close relatives of existing local residents who have a demonstrable need to either support or be supported by them; or
  - iii. people whose work provides an important and necessary local service.

In the context of this policy “local” means a parish or ward, or in exceptional circumstances, adjacent parishes or wards.

#### **B. Development Principles**

- a. vehicular access via Redrose Lane;
- b. provision for pedestrian and cycle connections;
- c. provision for public open space; and
- d. heritage assessment taking account of archaeological potential for the historic settlement of Blackmore.

9.197 The site is located to the north of Blackmore on land off Redrose Lane and Woollard Way. Residential properties adjoin the site on the southern boundary. The site will provide for around 40 homes anticipated to be delivered between 2023/24 and 2024/25. It will provide a mix of size and type of homes including affordable in accordance with the Council’s policy requirements.

- 9.198 To ensure priority for the affordable housing is given to people in local housing need, the Council will require the affordable housing provider to enter into a nomination agreement with cascade provisions, under which applicants with a connection to the parish or ward (through residence, employment or close family) are given first priority for newly created housing, followed by those with a connection to neighbouring parishes or wards, and then those in the wider locality. This approach to delivery will be kept under review to ensure consistency with the most up to date Housing Strategy.
- 9.199 The development will take its main vehicular access from Redrose Lane. It will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.
- 9.200 Residential Travel Information Packs would be expected to be provided to new residents to promote sustainable travel from the site. These should be produced in consultation with the Highway Authority.

## Land north of Orchard Piece, Blackmore

### **POLICY R26: LAND NORTH OF ORCHARD PIECE**

Land north of Orchard Piece, Blackmore, as shown in Appendix 2, is allocated for housing development. Development proposals should consider the following:

#### **A. Amount and Type of Development**

- a. provision for around 30 new homes of mixed size and type.
- b. A minimum of 25% of the proposed dwellings to be reserved for people with a strong and demonstrable local connection or those over 50 years of age. These dwellings should comprise affordable housing. A person with a strong local connection should meet one of the following criteria:
  - (i) existing local residents requiring separate accommodation; or
  - (ii) close relatives of existing local residents who have a demonstrable need to either support or be supported by them; or
  - (iii) people whose work provides an important and necessary local service.

In the context of this policy “local” means a parish or ward, or in exceptional circumstances, adjacent parishes or wards.

#### **B. Development Principles**

- a. vehicular access via Redrose Lane;
- b. provision for pedestrian and cycle connections;
- c. provision for public open space; and
- d. heritage assessment taking account of archaeological potential for the historic settlement of Blackmore.

- 9.201 The site is located to the north of Blackmore on land off Redrose Lane and Woollard Way. Residential properties adjoin the site on the southern boundary. The site will provide for around 30 homes anticipated to be delivered between 2021/22 and 2022/23. It will provide a mix of size and type of homes including affordable in accordance with the Council's policy requirements.
- 9.202 To ensure priority for the affordable housing is given to people in local housing need, the Council will require the affordable housing provider to enter into a nomination agreement with cascade provisions, under which applicants with a connection to the parish or ward (through residence, employment or close family) are given first priority for newly created housing, followed by those with a connection to neighbouring parishes or wards, and then those in the wider locality. This approach to delivery will be kept under review to ensure consistency with the most up to date Housing Strategy.
- 9.203 The development will take its main vehicular access from Redrose Lane. It will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.
- 9.204 Residential Travel Information Packs would be expected to be provided to new residents to promote sustainable travel from the site. These should be produced in consultation with the Highway Authority.

## Strategic Employment Allocations

### Brentwood Enterprise Park

- 9.205 The site is located at a key strategic location at the junction of the M25 and A127. Most of the site comprises the former M25 works site and associated uses and comprises previously developed land.

**POLICY E11: BRENTWOOD ENTERPRISE PARK**

Land south east of M25 Junction 29, as shown in Appendix 2, is allocated to provide high quality employment development and significant number of jobs. Development proposals should consider the following:

**A. Amount and Type of Development**

- a. at least 25.85 ha of land for employment use (principally use classes B1, B2, B8 and any associated employment generating sui generis uses) taking account of market needs along with ancillary and supporting uses.

**B. Supporting On-site Development**

- a. ancillary uses, for example:
  - i. use class C1 hotel;
  - ii. use classes A1 to A4 including small shops and eateries; and/or
  - iii. use class D1 including day nurseries, creches and health services.

**C. Development Principles**

- a. landscaping and earthworks within the gross site area and in particular in the southern part of the allocated area, will enable the formation of a developable site and provide improved visual amenity between the site and surrounding land. Landscaping provided is to be retained thereafter;
- b. site is identified as a key gateway location and development should reflect this in terms of design quality;
- c. protect and where appropriate enhance the adjoining Local Wildlife Site (Hobbs Hole);
- d. preserve and where appropriate enhance Public Right of Way through site; and

**D. Infrastructure Requirements**

- a. land (circa 0.13 hectares each) for two stand-alone early years and childcare nurseries (Use Class D1)
- b. highway works including potential access points via M25 Junction 29 and Warley Street (B186) and associated slip roads;
- c. provide well-connected internal road layouts which allows good accessibility for bus services



- d. provision for new public transport links with the surrounding area; and
- e. provision for walking and cycling connections within the site and to the surrounding area.

- 9.206 The site is located on land to the south of the A127 and east of the M25. Warley Street runs along the eastern boundary. Existing residential properties are situated to the east. The site will provide for at least 25.85 ha of land for employment use (principally use classes B1, B2, B8 and any associated employment generating sui generis uses). This employment allocation will make a considerable contribution towards the overall employment needs for the Borough.
- 9.207 The development will be required to provide appropriate habitat mitigation, creation, and appropriate buffers to the Local Wildlife Site (Hobbs Hole).
- 9.208 The development has a number of potential access points including via the M25 Junction 29 and Warley Street (B186). It will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.
- 9.209 Opportunities for sustainable transport modes should be maximised to create a development where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised.
- 9.210 A workplace travel plan will be required for the development to include a package of measures to ensure sustainable means of travel are available to all employees, to promote the benefits of sustainable transport and to encourage a modal shift from the private car and reduce single occupancy car use for journeys. The development will be required to provide good accessibility to bus services and improve nearby bus stop infrastructure.

# Employment Allocations

## Childerditch Industrial Estate

### POLICY E12: CHILDERTITCH INDUSTRIAL ESTATE

Land at Childerditch Industrial Estate, as shown in Appendix 2, is allocated for employment use. Development proposals should consider the following:

#### A. Amount and Type of Development

- a. 20.64 ha of employment land (principally use classes B1, B2, B8 and any associated employment generating sui generis uses), including elements of landscaping to improve visual amenity.

#### B. Development Principles

- a. access via eastbound A127;
- b. provision for improved walking and cycling links with the surrounding area;
- c. consideration for improvements to A127 junction; and
- d. provides opportunity to expand an existing employment site and improve site layout.

- 9.211 The site is located on land to the north of the A127 on land off Childerditch Hall Drive. A number of residential dwellings lie to the west of the site. The site will provide for 20.64ha of land for employment use (principally use classes B1, B2, B8 and any associated employment generating sui generis uses).
- 9.212 The development will take its main vehicular access from the eastbound carriageway of the A127. It will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.
- 9.213 Opportunities for sustainable transport modes should be maximised to create a development where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised.
- 9.214 A workplace travel plan will be required for the development to include a package of measures to ensure sustainable means of travel are available to all employees, to promote

the benefits of sustainable transport and to encourage a modal shift from the private car and reduce single occupancy car use for journeys. The development will be required to provide good accessibility to bus services and improve nearby bus stop infrastructure.

## Codham Hall Farm

### **POLICY E10: CODHAM HALL FARM**

Land north east of M25 Junction 29 is allocated for employment use as shown in Appendix 2. Development proposals should consider the following:

#### **A. Amount and Type of Development**

- a. 9.6 ha of employment land (principally use classes B1, B2, B8 and any associated employment generating sui generis uses); and
- b. 8.0 ha of land to provide for landscaping, amenity, access and ancillary uses to support the sustainability of the site.

#### **B. Development Principles**

- a. access via M25 Junction 29;
- b. protect and where appropriate enhance the adjoining Local Wildlife Site (Codham Hall Wood);
- c. preserve and where appropriate enhance the Public Right of Way through site; and
- d. provision of improved walking and cycling connections within the site and to the wider area.

9.215 The site is located on land to the north of the A127 and east of the M25. The site will provide for 9.6ha of employment land (principally use classes B1, B2, B8 and any associated employment generating sui generis uses).

9.216 The development will take its main vehicular access via the existing arrangement directly onto Junction 29 of the M25. It will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.

9.217 The development will be required to provide appropriate habitat mitigation, creation, and appropriate buffers to the Local Wildlife Site (Codham Hall Wood).

- 9.218 Opportunities for sustainable transport modes should be maximised to create a development where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised.
- 9.219 A workplace travel plan will be required for the development to include a package of measures to ensure sustainable means of travel are available to all employees, to promote the benefits of sustainable transport and to encourage a modal shift from the private car and reduce single occupancy car use for journeys. The development will be required to provide good accessibility to bus services and improve nearby bus stop infrastructure.

## East Horndon Hall

### POLICY E13: EAST HORNDON HALL

Land at East Horndon Hall is allocated for employment use. Development proposals should consider the following:

#### **A. Amount and Type of Development**

- a. 5.5 ha of employment land (principally use classes B1, B2, B8 and any associated employment generating sui generis uses), including elements of landscaping to improve visual amenity.

#### **B. Development Principles**

- a. Improved sustainable links to Dunton Hills Garden Village and West Horndon station;
- b. access via Old Tilbury Road;
- c. provision for improved walking and cycling connections within the site and to the wider area; and
- d. preserve the setting of nearby listed buildings at East Horndon Hall and All Saints Church.

- 9.220 The site is located on land to the east of West Horndon, south of the A127 and west of Tilbury Road (A128). Some residential properties are situated to the east and south of the site. The site will provide for 5.5ha of employment land (principally use classes B1, B2, B8 and any associated employment generating sui generis uses).

- 9.221 Opportunities to create sustainable links with the strategic housing allocation of Dunton Hills Garden Village and West Horndon station should be maximised.
- 9.222 The development will take its main vehicular access from the Old Tilbury Road. It will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.
- 9.223 Opportunities for sustainable transport modes should be maximised to create a development where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised.
- 9.224 A workplace travel plan will be required for the development to include a package of measures to ensure sustainable means of travel are available to all employees, to promote the benefits of sustainable transport and to encourage a modal shift from the private car and reduce single occupancy car use for journeys. The development will be required to provide good accessibility to bus services and improve nearby bus stop infrastructure.

## Land adjacent to A12 and Slip Road, Ingatestone

### **POLICY E08: LAND ADJACENT TO A12 AND SLIP ROAD, INGATESTONE**

Land adjacent to A12 and slip road, Ingatestone is allocated for employment use. Development proposals should consider the following:

#### **A. Amount and Type of Development**

- a. 2.06 ha of employment land (principally use classes B1, B2, B8 and any associated employment generating sui generis uses).

#### **B. Development Principles**

- a. access via Roman Road (B1002) with potential highway improvements;
- b. provision for improved walking and cycling connections within the site and to the surrounding area; and
- c. full traffic assessment and Travel Plan to accompany an application.

- 9.225 The site is located on land to the south west of Ingatestone between the A12 and southbound off slip from the A12. Some residential properties are situated to the east and south of the site. The site will provide for 2.06ha of employment land (principally use classes B1, B2, B8 and any associated employment generating sui generis uses).

- 9.226 The primary purpose of the allocation is to deliver jobs for the area and so consideration will be given to other uses that enable job opportunities, taking account of market needs.
- 9.227 The development will take its main vehicular access from Roman Road (B1002). It will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.
- 9.228 Opportunities for sustainable transport modes should be maximised to create a development where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised.
- 9.229 A workplace travel plan will be required for the development to include a package of measures to ensure sustainable means of travel are available to all employees, to promote the benefits of sustainable transport and to encourage a modal shift from the private car and reduce single occupancy car use for journeys. The development will be required to provide good accessibility to bus services and improve nearby bus stop infrastructure.

# Appendix 1



## Local Development Plan Housing Trajectory

				Plan Period																
	New Homes	HELAA Ref.	Policy Ref	Year 1 - 2016/17	Year 2 - 2017/18	Year 3 - 2018/19	Year 4 - 2019/20	Year 5 - 2020/21	Year 6 - 2021/22	Year 7 - 2022/23	Year 8 - 2023/24	Year 9 - 2024/25	Year 10 - 2025/26	Year 11 - 2026/27	Year 12 - 2027/28	Year 13 - 2028/29	Year 14 - 2029/30	Year 15 - 2030/31	Year 16 - 2031/32	Year 17 - 2032/33
Local Plan Allocations																				
Dunton Hills Garden Village	2700	200	R01							100	150	250	250	300	300	300	300	250	250	250
West Horndon Industrial Estate	580	020 / 021 / 152	R02						65	65	65	65	65	65	65	65	40	20		
Land north of Shenfield	825	034 / 158 / 235 / 087 / 263 / 276	R03								155	155	155	150	75	75	60			
Ford Headquarters and Council Depot, Warley – northern and southern site	473	081 / 117A / 117B	R04 & R05									40	40	40	3	70	70	70	70	70
Land East of Nags Head Lane, Brentwood	125	032	R06						25	25	25	25	25							
Sow and Grow Nursery, Ongar Road, Pilgrims Hatch	38	010	R07					18	20											

				Plan Period																
	New Homes	HELAA Ref.	Policy Ref	Year 1 - 2016/17	Year 2 - 2017/18	Year 3 - 2018/19	Year 4 - 2019/20	Year 5 - 2020/21	Year 6 - 2021/22	Year 7 - 2022/23	Year 8 - 2023/24	Year 9 - 2024/25	Year 10 - 2025/26	Year 11 - 2026/27	Year 12 - 2027/28	Year 13 - 2028/29	Year 14 - 2029/30	Year 15 - 2030/31	Year 16 - 2031/32	Year 17 - 2032/33
Land Adjacent to Carmel, Mascalls Lane, Warley	9	027	R08					9												
Land west of Warley Hill, Pastoral Way, Warley	43	083	R09								20	23								
Brentwood Railway Station Car Park	100	002	R10														25	25	25	25
Westbury Road Car Park, Westbury Road, Brentwood	45	039	R11					9	20	16										
Land at Hunter House, Western Road, Brentwood	48	041	R12									12	12	24						
Chatham Way / Crown Street Car Park Brentwood	31	040	R13					15	16											
William Hunter Way	300	102	R14							25	50	50	50	50	40	35				
Wates Way Industrial Estate, Ongar Road, Brentwood	80	003	R15							16	25	25	14							
Land off Doddington Road, either side of A12	200	023A & 23B	R16 & R17								50	50	50	50						
Land at Crescent Drive, Shenfield	55	186	R18						5	25	25									
Land at Priests Lane, Brentwood	75	044 / 178	R19					15	30	30										
Eagle and Child Pub, Shenfield	20	311	R20						10	10										
Land south of Ingatestone, Ingatestone	161	128 / 106	R21						60	61	40									



				Plan Period																
	New Homes	HELAA Ref.	Policy Ref	Year 1 - 2016/17	Year 2 - 2017/18	Year 3 - 2018/19	Year 4 - 2019/20	Year 5 - 2020/21	Year 6 - 2021/22	Year 7 - 2022/23	Year 8 - 2023/24	Year 9 - 2024/25	Year 10 - 2025/26	Year 11 - 2026/27	Year 12 - 2027/28	Year 13 - 2028/29	Year 14 - 2029/30	Year 15 - 2030/31	Year 16 - 2031/32	Year 17 - 2032/33
Land Adjacent to Ingatestone Bypass	57	079A	R22						25	25	7									
Brizes Corner Field, Blackmore Road, Kelvedon Hatch	23	194	R23						12	11										
Land off Stocks Lane, Kelvedon Hatch	30	075B	R24						20	10										
Land north of Wollard Way, Blackmore	40	077	R25								20	20								
Land south of Redrose Lane, north of Orchard Piece, Blackmore	30	076	R26						10	20										
<b>Allocation Total</b>	<b>6,088</b>							<b>66</b>	<b>318</b>	<b>439</b>	<b>632</b>	<b>715</b>	<b>661</b>	<b>679</b>	<b>483</b>	<b>545</b>	<b>495</b>	<b>365</b>	<b>345</b>	<b>345</b>
Extant permissions (as at 1st April 2018) and minus non-implementation discount (10% of permission supply) - See 'Housing site Scheduel 2018' for site breakdown																				
Extant permissions where completion is forecasted within 5 year period						117	337.5	300.6	84.6	36										
Extant permissions where completion is forecasted beyond 5 year period											50.4									
<b>Total extant permissions (as at 1st April 2018) and minus non-implementation discount (10% of permission supply)<sup>1</sup></b>	<b>926</b>					<b>117</b>	<b>337.5</b>	<b>300.6</b>	<b>84.6</b>	<b>36</b>	<b>50.4</b>									
<b>Completions</b>	<b>363</b>			<b>150</b>	<b>213</b>															

<sup>1</sup> Decimal places result from the application of the 10% non-implication discount applied to extant permissions

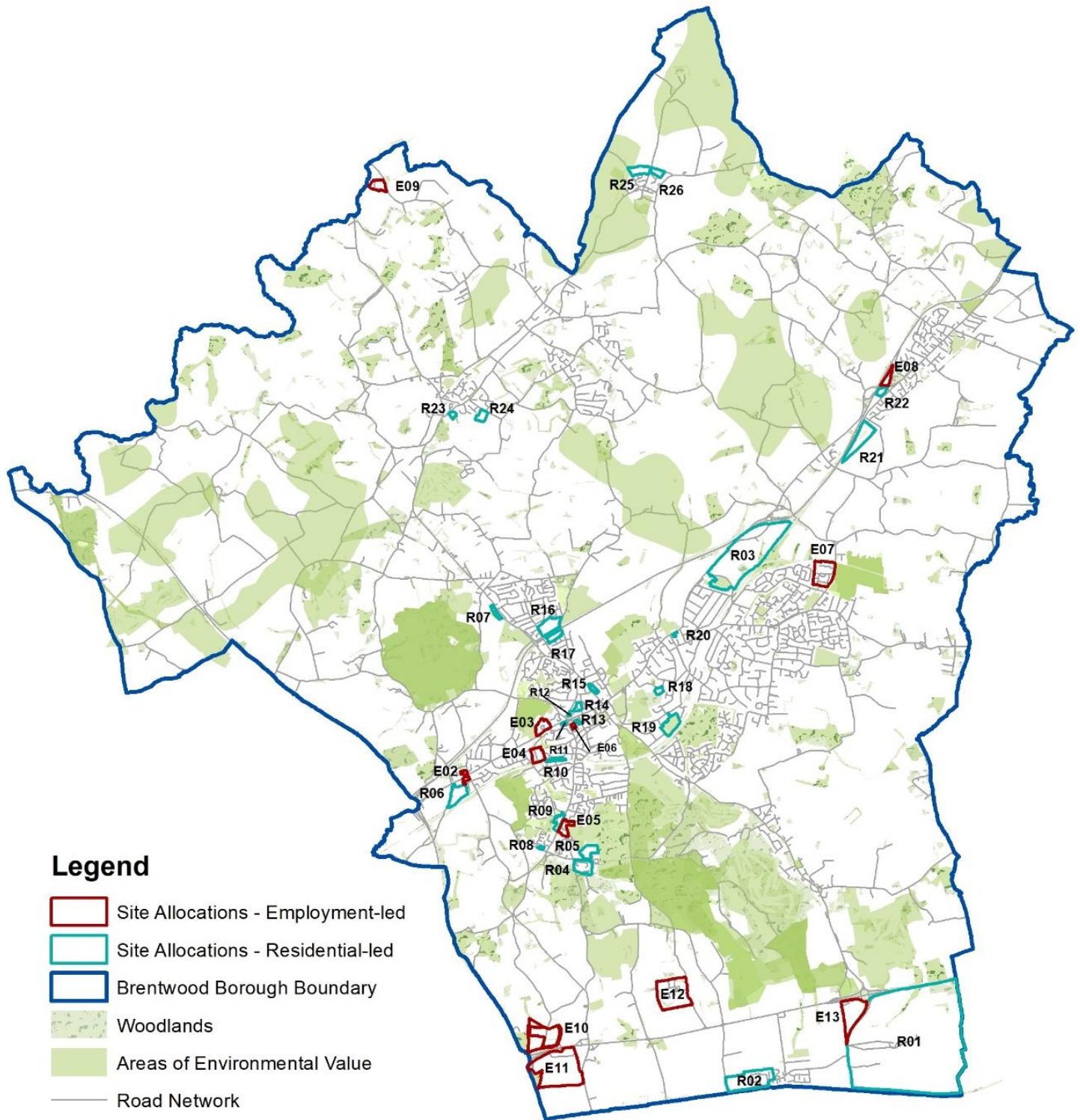
				Plan Period																
	New Homes	HELAA Ref.	Policy Ref	Year 1 - 2016/17	Year 2 - 2017/18	Year 3 - 2018/19	Year 4 - 2019/20	Year 5 - 2020/21	Year 6 - 2021/22	Year 7 - 2022/23	Year 8 - 2023/24	Year 9 - 2024/25	Year 10 - 2025/26	Year 11 - 2026/27	Year 12 - 2027/28	Year 13 - 2028/29	Year 14 - 2029/30	Year 15 - 2030/31	Year 16 - 2031/32	Year 17 - 2032/33
Windfall	410										41	41	41	41	41	41	41	41	41	41
Total Housing Provision	7,787			150	213	117	337.5	366.6	402.6	475	723.4	756	702	720	524	586	536	406	386	386

# Appendix 2



## Site Allocations

# Overview Map



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# Residential-led Site Allocations

Site Policy Number	Name
<b>R01</b>	Dunton Hills Garden Village
<b>R02</b>	West Horndon Industrial Estate
<b>R03</b>	Land north of Shenfield
<b>R04 and R05</b>	Ford Headquarters and Council Depot, Warley
<b>R06</b>	Land off Nags Head Lane, Brentwood
<b>R07</b>	Sow and Grow Nursery, Pilgrims Hatch
<b>R08</b>	Land at Mascalls Lane, Warley
<b>R09</b>	Land off Warley Hill, Warley
<b>R10</b>	Brentwood railway station car park
<b>R11</b>	Westbury Road Car Park, Brentwood
<b>R12</b>	Land at Hunter House, Brentwood
<b>R13</b>	Chatham Way car park, Brentwood
<b>R14</b>	William Hunter Way car park, Brentwood
<b>R15</b>	Wates Way Industrial Estate, Brentwood
<b>R16 and R17</b>	Land off Doddington Road, Pilgrims Hatch and Brentwood
<b>R18</b>	Land off Crescent Drive, Shenfield
<b>R19</b>	Land at Priests Lane, Shenfield
<b>R20</b>	The Eagle and Child Public House, Shenfield
<b>R21</b>	Land south of Ingatestone
<b>R22</b>	Land adjacent to the A12, Ingatestone
<b>R23</b>	Brizes Corner Field, Kelvedon Hatch
<b>R24</b>	Land off Stocks Lane, Kelvedon Hatch

Site Policy Number	Name
R25	Land north of Woollard Way, Blackmore
R26	Land north of Orchard Piece, Blackmore

## Employment Site Allocations

Site Policy Number <sup>1</sup>	Name
<b>Existing Allocated Employment Land</b>	
Part of E12	Childerditch Industrial Estate
E09	Hallsford Bridge Industrial Estate
E04	Hubert Road Industrial Estate, Brentwood
E07	Hutton Industrial Estate, Wash Road, Hutton
E01 & E02	Brook Street Employment Area
E05	Warley Hill Business Park
Part of R04	Ford Headquarters and Council Depot, Warley
E03	BT Centre
E06	OCE offices, Chatham Way, Brentwood
Part of R02	West Horndon Industrial Estate
<b>Existing Employment Sites not previously allocated</b>	
Part of E10	Land at Codham Hall
Part of E12	Childerditch Industrial Estate
<b>New Employment Allocations</b>	
E11	Brentwood Enterprise Park (M25 Works Site at A127/M25 junction 29)
E08	Land adjacent to Ingatestone by-pass (part bounded by Roman Road)

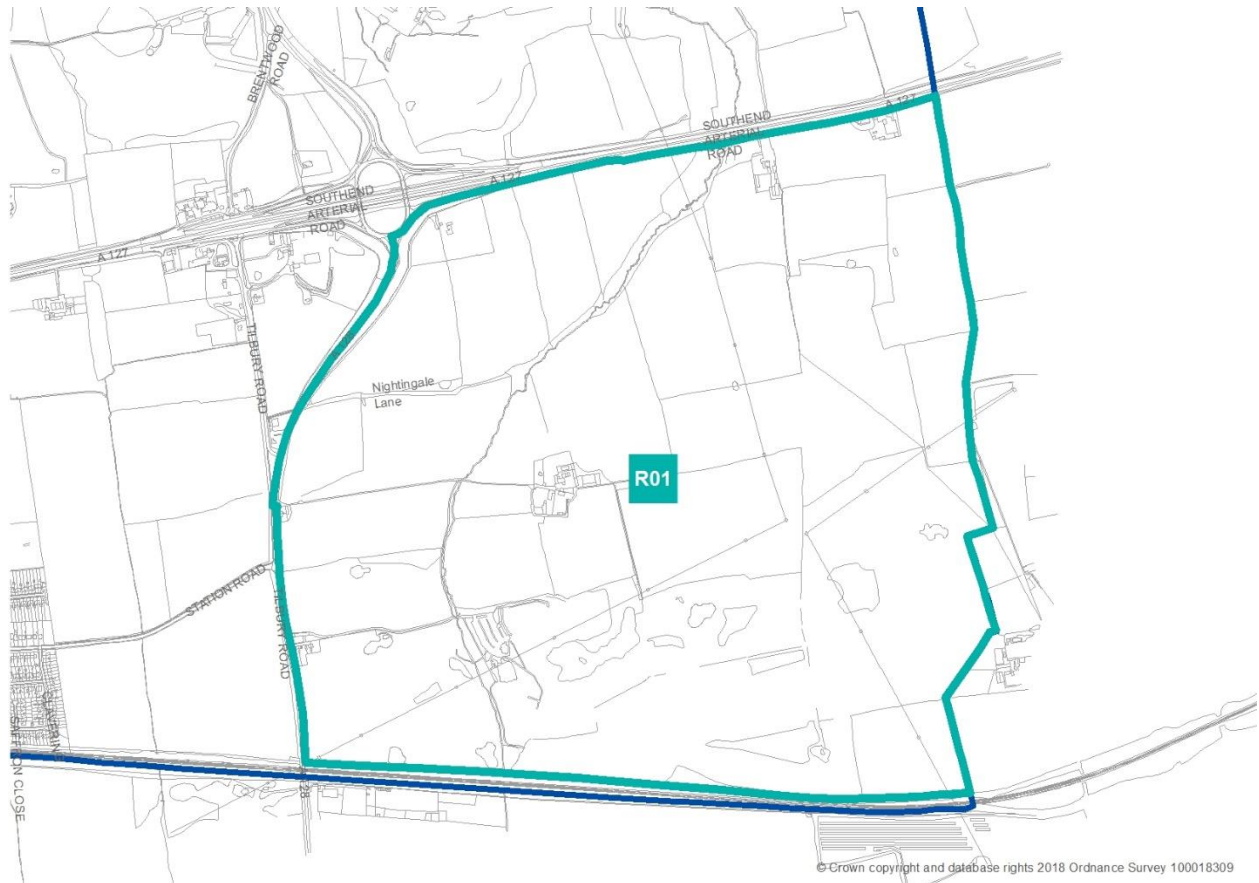
<sup>1</sup> Individual site maps are provided for new employment allocations and existing employment sites not previously allocated. For employment provision within a residential-led sites please refer to relevant map.

Site Policy Number <sup>1</sup>	Name
<b>Part of E12</b>	Childerditch Industrial Estate
<b>Part of E10</b>	Land at Codham Hal
<b>E13</b>	Land at East Horndon Hall
<b>Part of R01</b>	Dunton Hills Garden Village
<b>Part of R03</b>	Land north of Shenfield



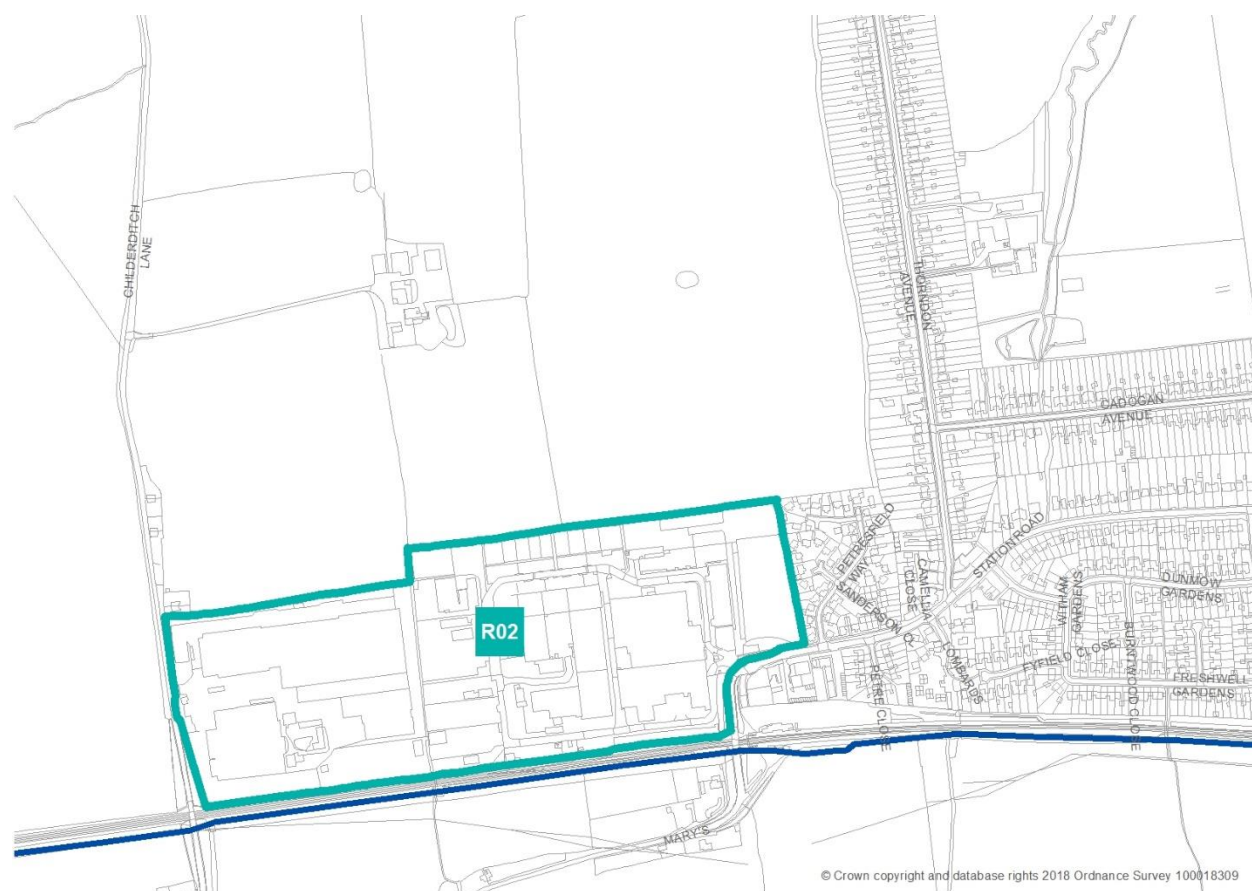
# Residential Led Sites

## R01 – Strategic Allocation – Dunton Hills Garden Village



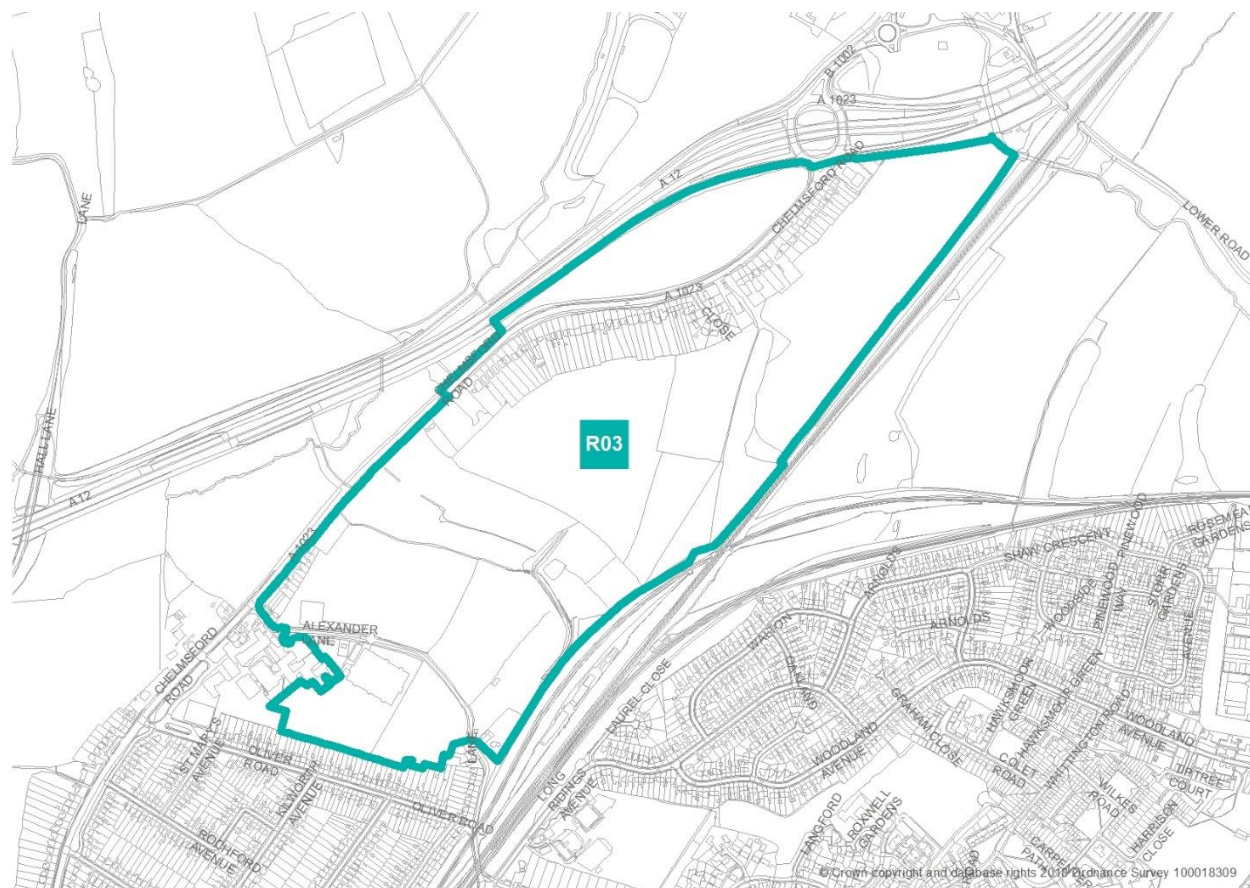
<b>Gross area:</b>	259.5ha
<b>Net developable area:</b>	128.5ha
<b>Indicative dwelling yield (net):</b>	2,700 (within plan period) Approximately 4,000 (Total)
<b>Site access:</b>	Tilbury Road (A128)
<b>Delivery forecast:</b>	2022/23 – 2032/33 (2,700 dwellings)



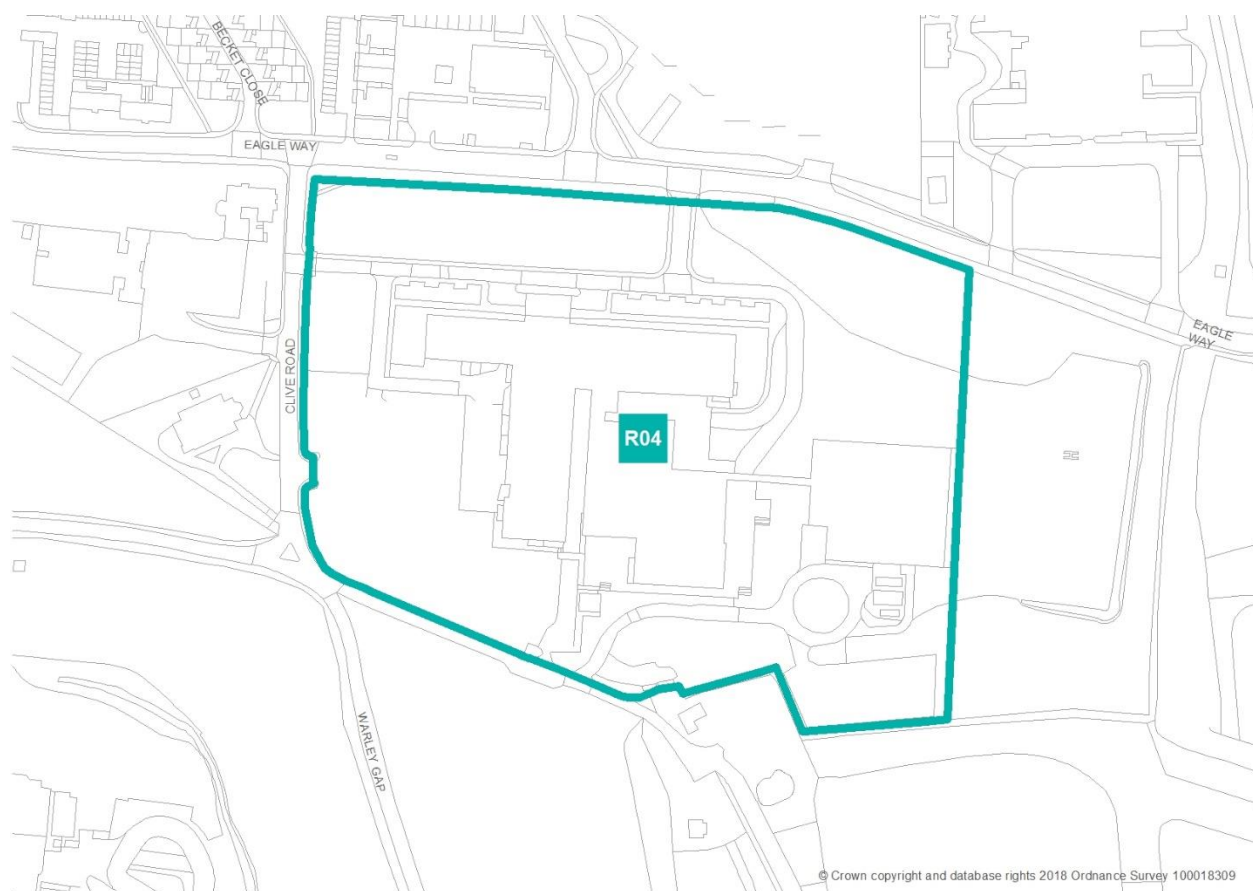
**R02 – Strategic Allocation – West Horndon Industrial Estate**

<b>Gross area:</b>	17.06ha
<b>Net developable area:</b>	10.23ha
<b>Indicative dwelling yield (net):</b>	580
<b>Site access:</b>	Station Road and Childerditch Lane
<b>Delivery forecast:</b>	2021/22 – 2030/31

### R03 - Strategic Housing Allocation – Land north of Shenfield

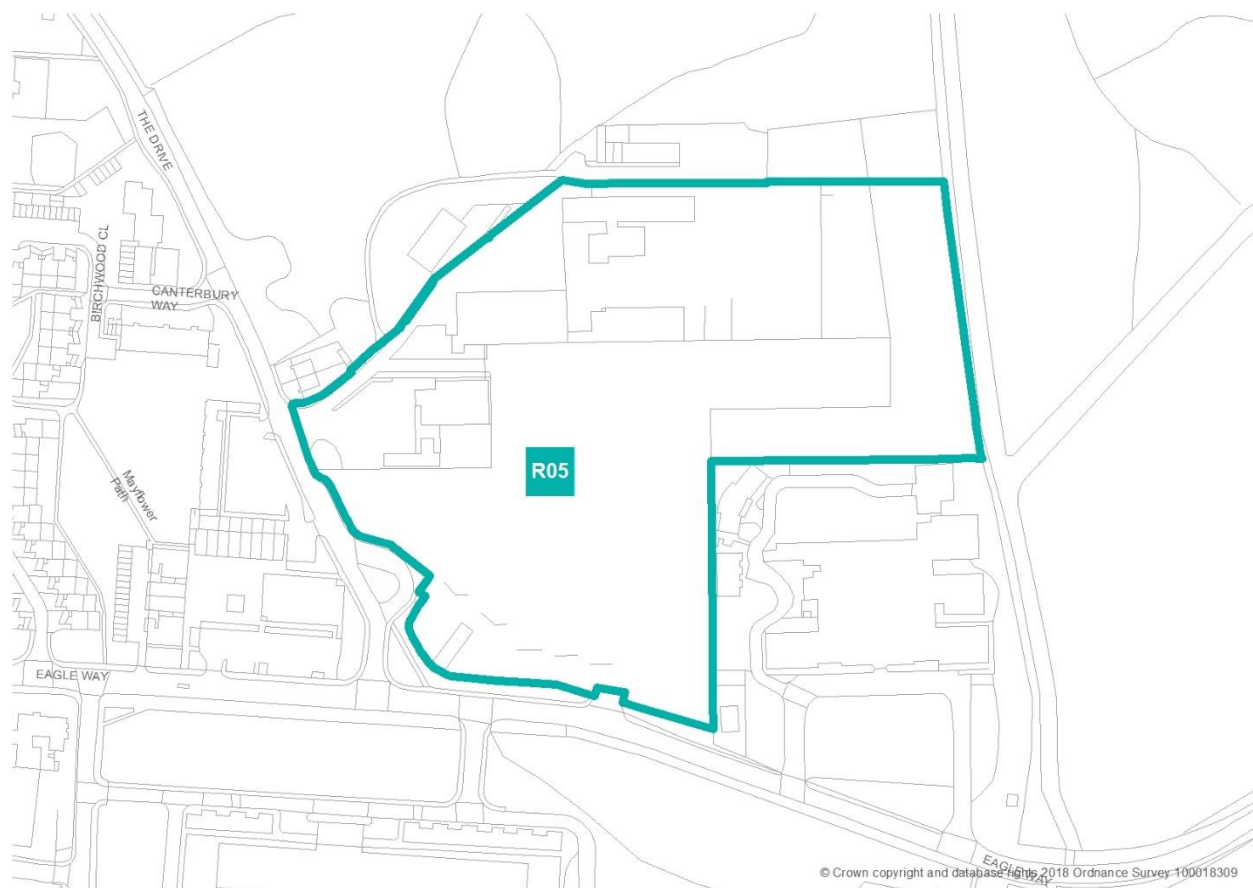


Gross area:	58.2ha
Net developable area:	28.2ha
Indicative dwelling yield (net):	825
Site access:	Chelmsford Road (A1023) and Alexander Lane
Delivery forecast:	2023/24 – 2030/31

**R04 – Ford Headquarters and Council Depot, Warley - Southern Site**

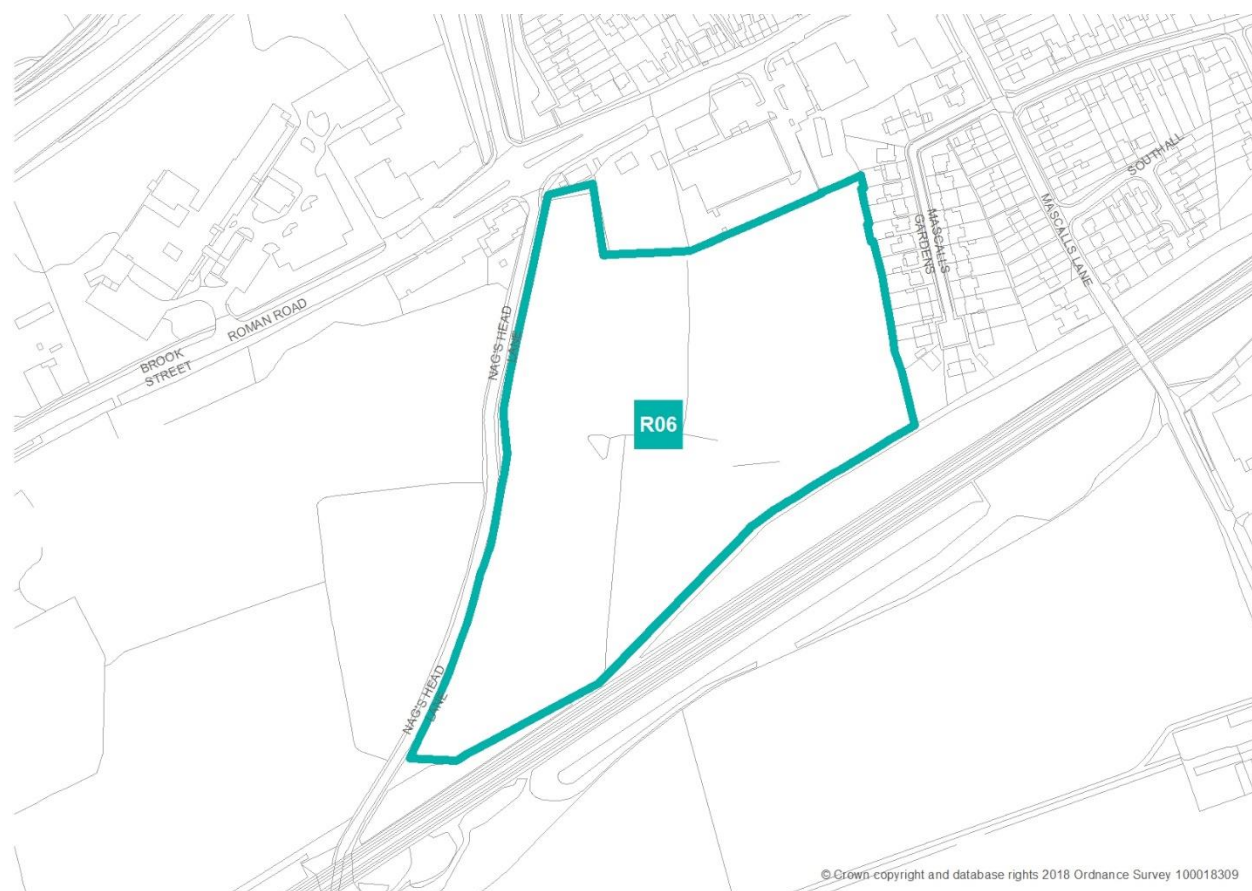
<b>Gross area:</b>	5.34ha
<b>Net developable area:</b>	4.5ha
<b>Indicative dwelling yield (net):</b>	473 - across sites R04 and R05
<b>Site access:</b>	Eagle Way
<b>Delivery forecast:</b>	2024/25 – 2032/33

## R05 – Ford Headquarters and Council Depot, Warley - Northern Site



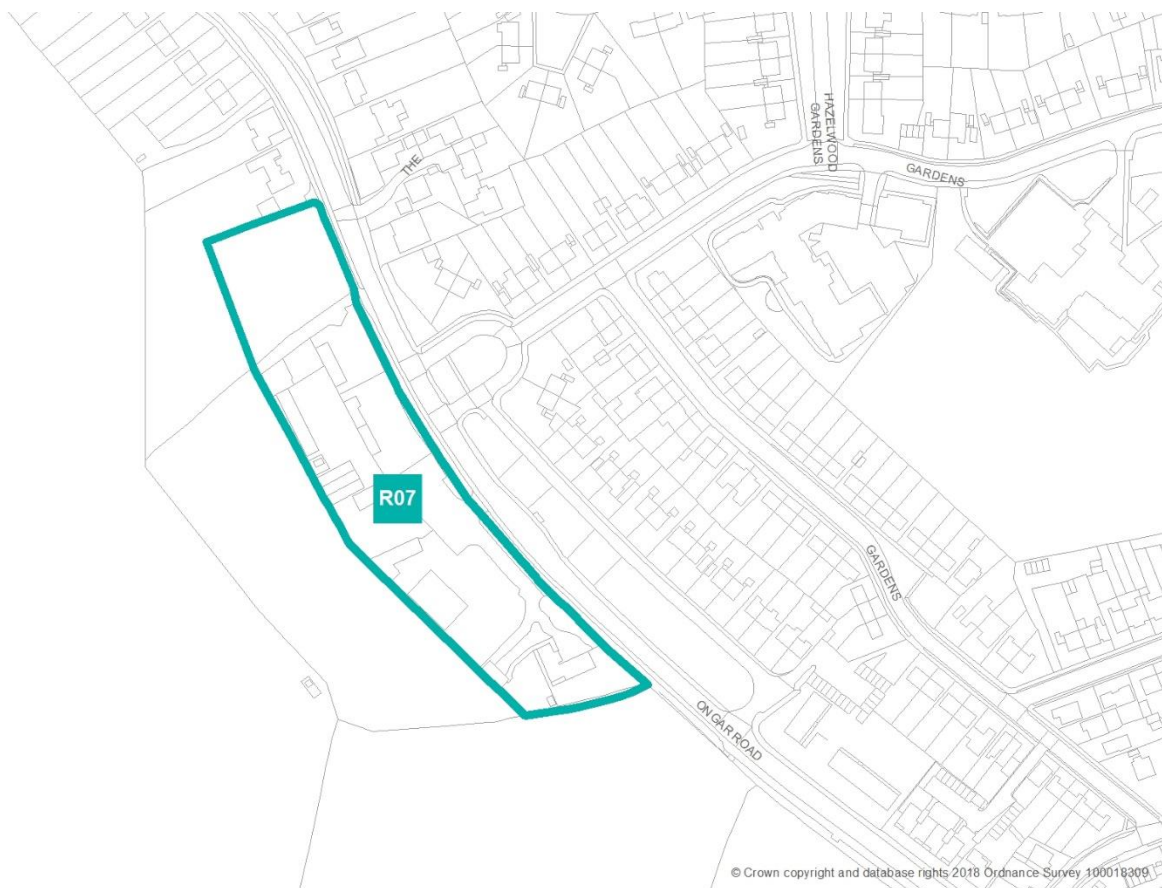
<b>Gross area:</b>	4.06ha
<b>Net developable area:</b>	3.5ha
<b>Indicative dwelling yield (net):</b>	473 - across sites R04 and R05
<b>Site Access:</b>	Eagle Way and The Drive
<b>Delivery Forecast:</b>	2024/25 – 2032/33



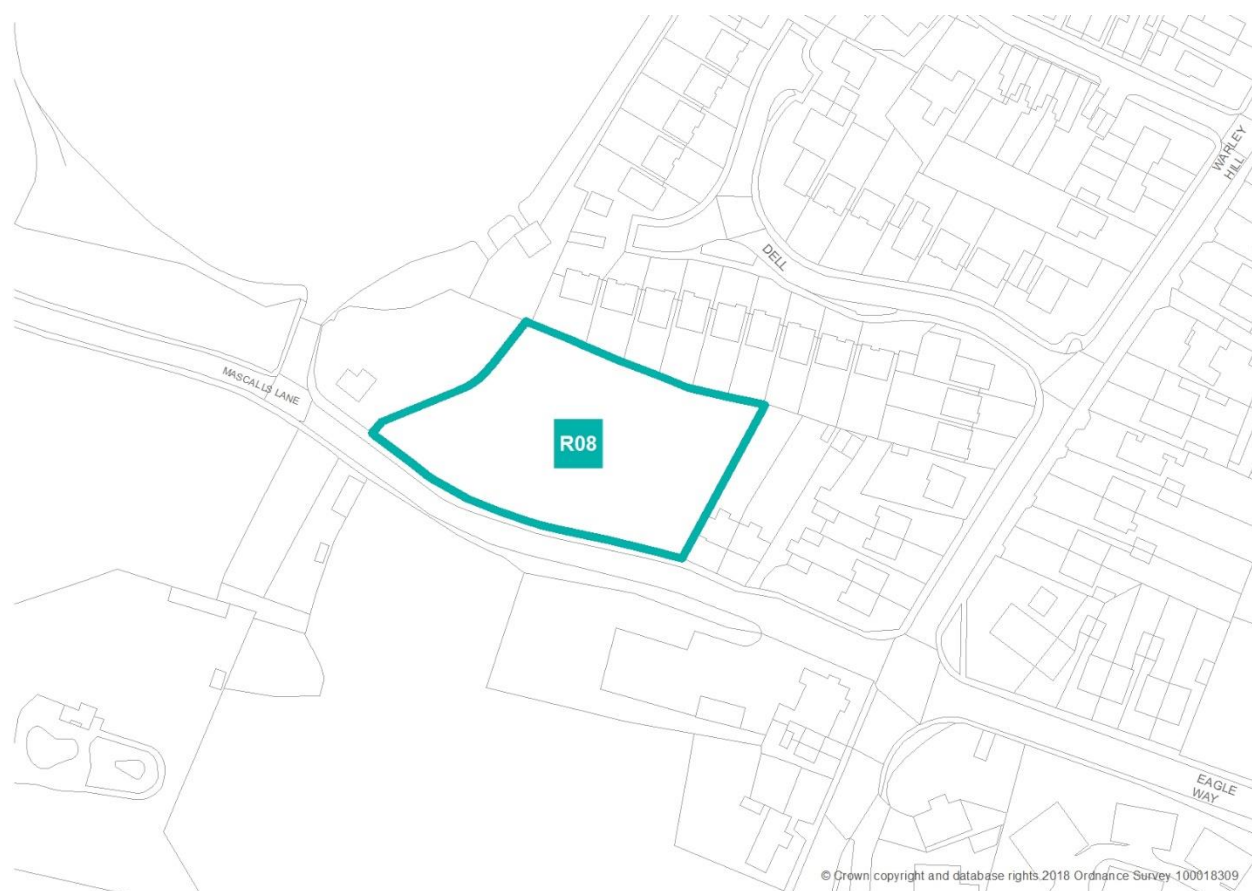
**R06 – Land off Nags Head Lane, Brentwood**

<b>Gross area:</b>	5.88ha
<b>Net developable area:</b>	4.35ha
<b>Indicative dwelling yield (net):</b>	125
<b>Site access:</b>	Nags Head Lane
<b>Delivery forecast:</b>	2021/22 – 2025/26

## R07 – Sow and Grow Nursery, Pilgrims Hatch

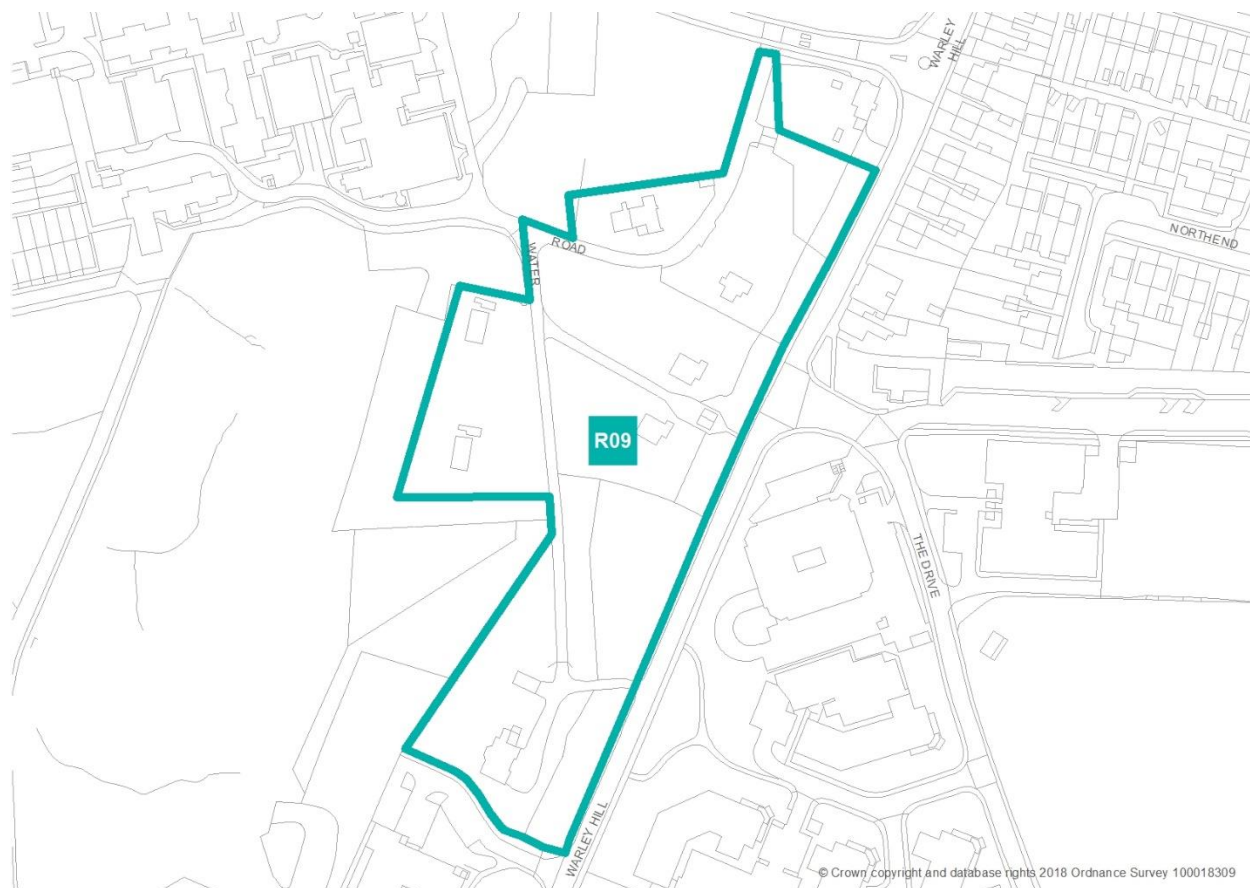


<b>Gross area:</b>	1.2ha
<b>Net developable area:</b>	1.08ha
<b>Indicative dwelling yield (net):</b>	38
<b>Site access:</b>	Ongar Road
<b>Delivery forecast:</b>	2020/21 – 2021/22

**R08 – Land at Mascalls Lane, Warley**

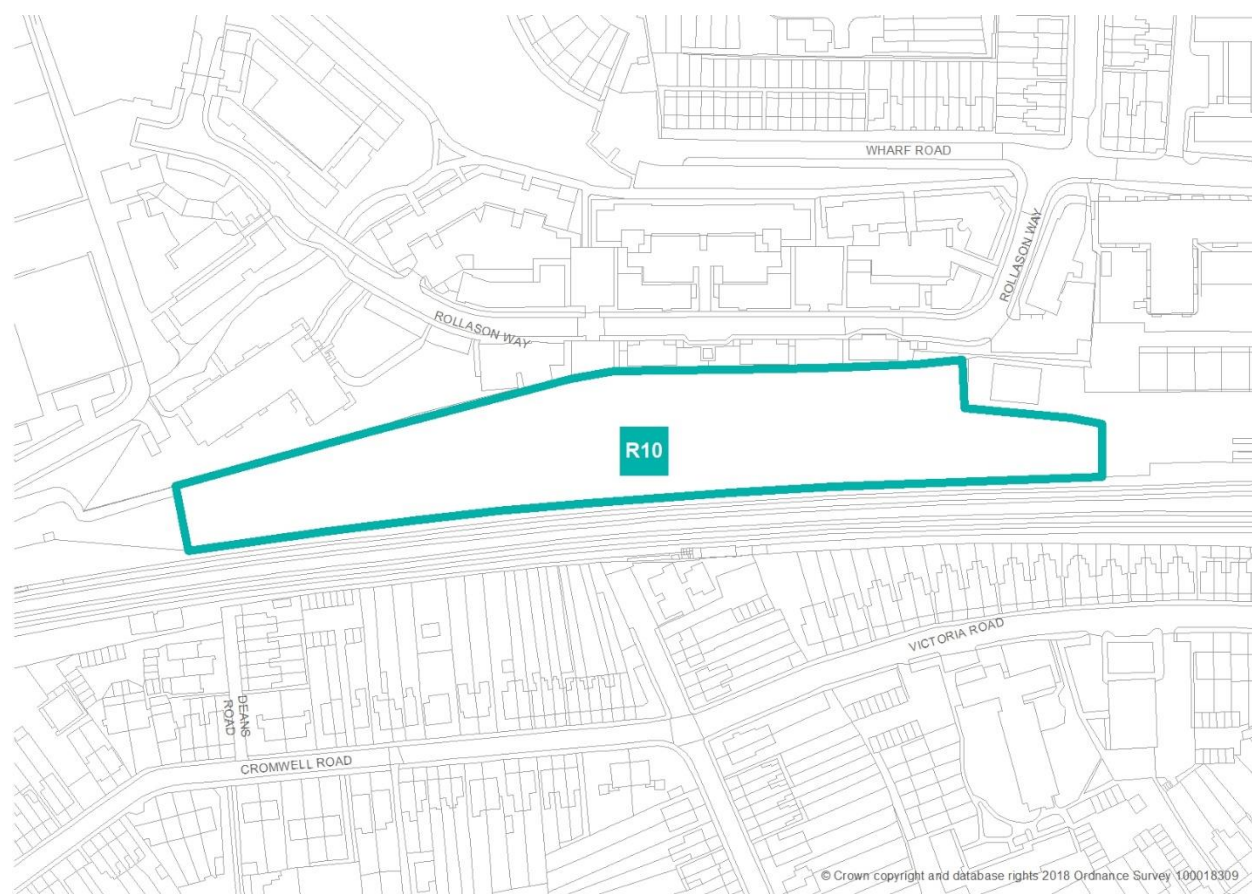
<b>Gross area:</b>	0.34ha
<b>Net developable area:</b>	0.34ha
<b>Indicative dwelling yield (net):</b>	9
<b>Site access:</b>	Mascalls Lane
<b>Delivery forecast:</b>	2020/21

## R09 – Land off Warley Hill, Warley



<b>Gross area:</b>	2.21ha
<b>Net developable area:</b>	1.6ha
<b>Indicative dwelling yield (net):</b>	43
<b>Site access:</b>	Pastoral Way
<b>Delivery forecast:</b>	2023/24 – 2024/25



**R10 – Brentwood railway station car park**

<b>Gross area:</b>	1.07ha
<b>Net developable area:</b>	0.96ha
<b>Indicative dwelling yield (net):</b>	100
<b>Site access:</b>	St James Road
<b>Delivery forecast:</b>	2029/30 – 2032/33

### R11 – Westbury Road car park, Brentwood



<b>Gross area:</b>	0.27ha
<b>Net developable area:</b>	0.27ha
<b>Indicative dwelling yield (net):</b>	45
<b>Site access:</b>	Westbury Road
<b>Delivery forecast:</b>	2020/21 – 2021/22

**R12 – Land at Hunter House, Brentwood**

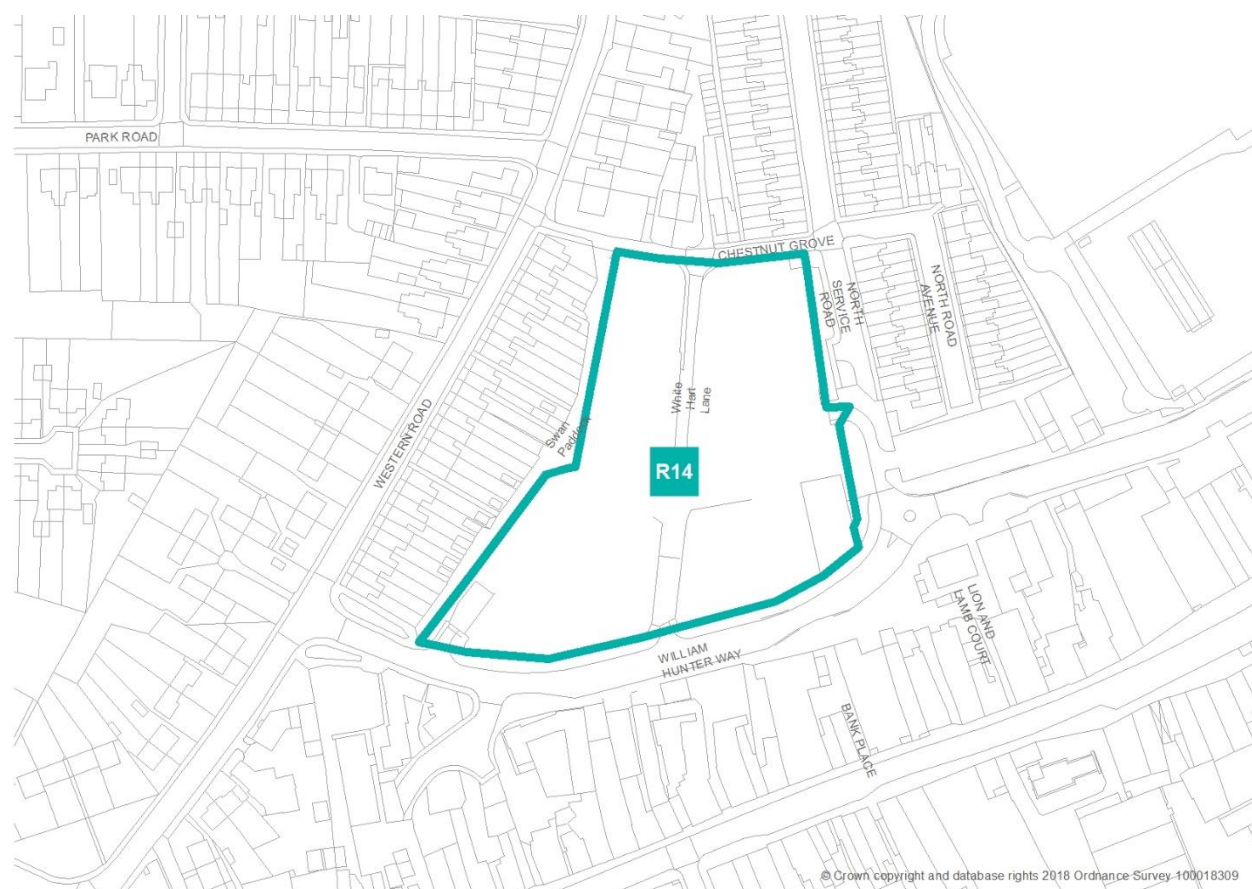
<b>Gross area:</b>	0.21ha
<b>Net developable area:</b>	0.21ha
<b>Indicative dwelling yield (net):</b>	48
<b>Site access:</b>	Western Road
<b>Delivery forecast:</b>	2024/25 – 2026/27

### R13 – Chatham Way car park, Brentwood



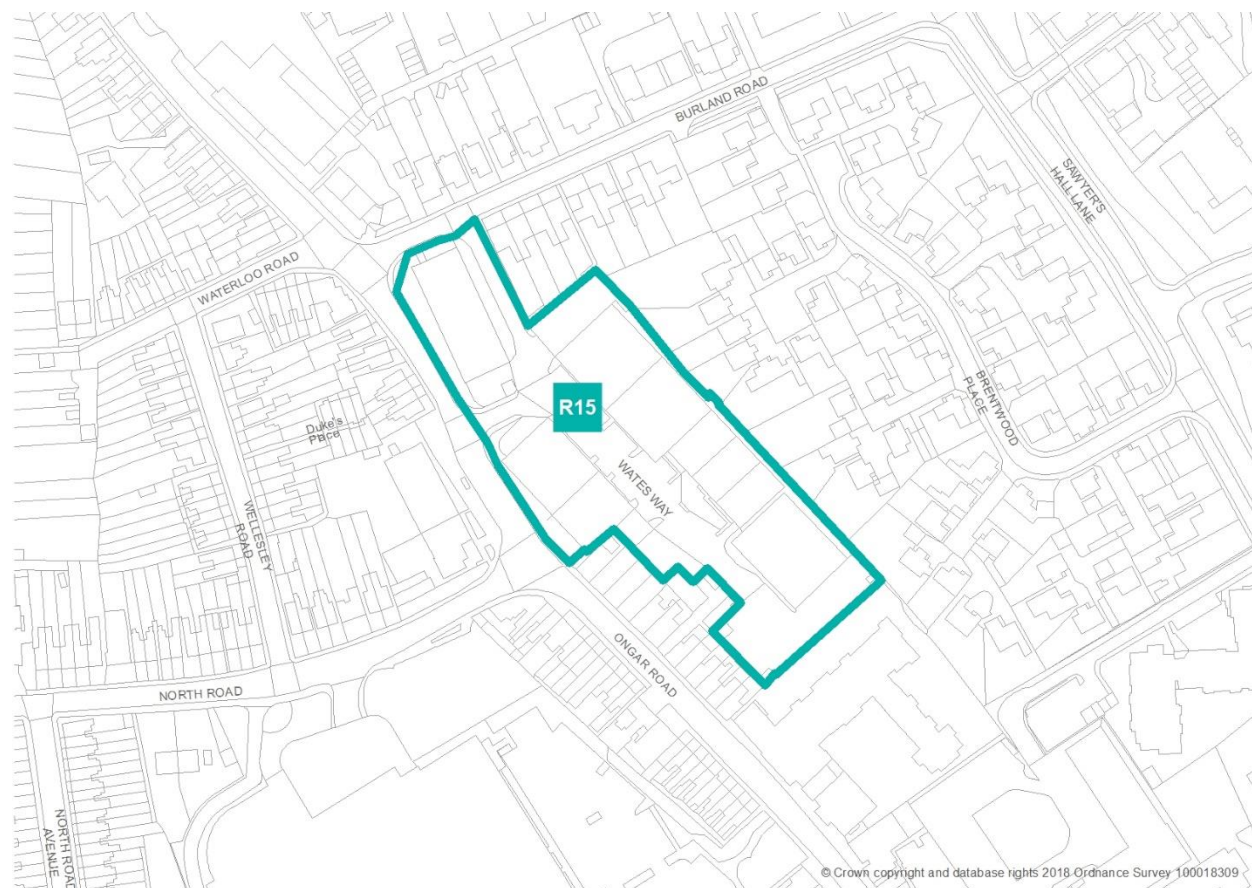
<b>Gross area:</b>	0.33ha
<b>Net developable area:</b>	0.33ha
<b>Indicative dwelling yield (net):</b>	31
<b>Site access:</b>	Chatham Way
<b>Delivery forecast:</b>	2020/21 – 2021/22



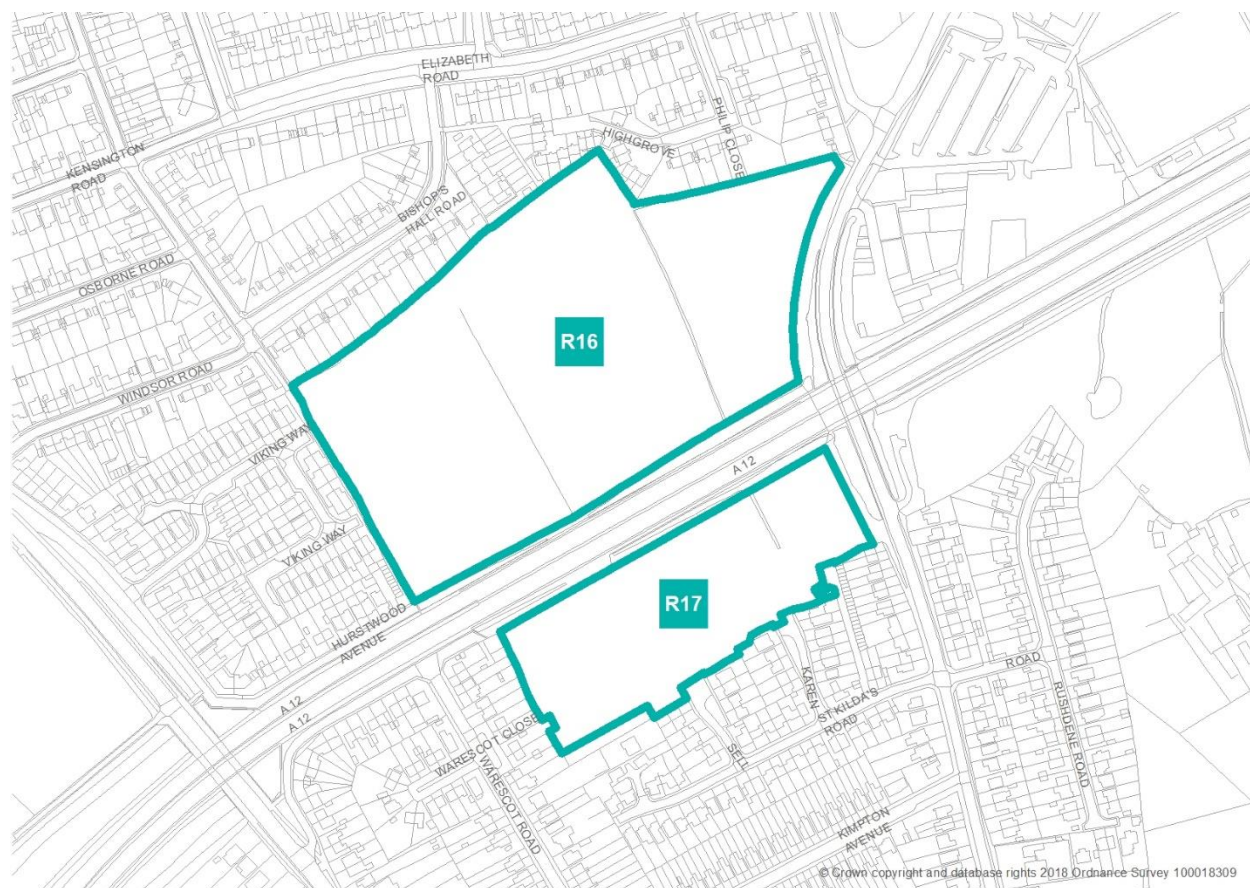
**R14 – William Hunter Way car park, Brentwood**

<b>Gross area:</b>	1.3ha
<b>Net developable area:</b>	1.22ha
<b>Indicative dwelling yield (net):</b>	300
<b>Site access:</b>	William Hunter Way
<b>Delivery forecast:</b>	2022/23 – 2028/29

## R15 – Wates Way Industrial Estate, Brentwood



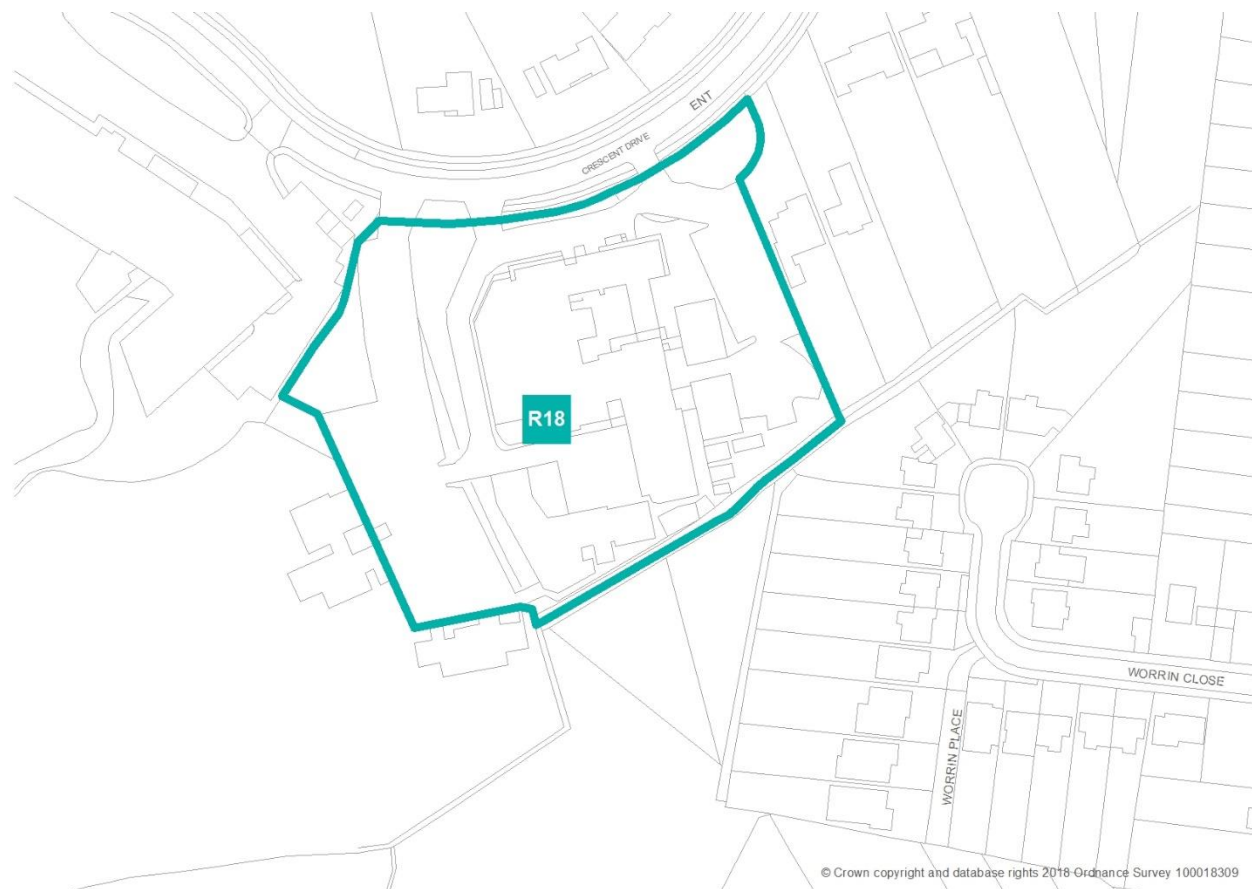
<b>Gross area:</b>	0.99ha
<b>Net developable area:</b>	0.89ha
<b>Indicative dwelling yield (net):</b>	80
<b>Site access:</b>	Ongar Road (A128)
<b>Delivery forecast:</b>	2022/23 – 2025/26

**R16 and R17 – Land off Doddington Road, Pilgrims Hatch and Brentwood**

<b>Gross area:</b>	8.19ha
<b>Net developable area:</b>	6.14ha
<b>Indicative dwelling yield (net):</b>	200
<b>Site access:</b>	Doddington Road
<b>Delivery forecast:</b>	2023/24 – 2026/27

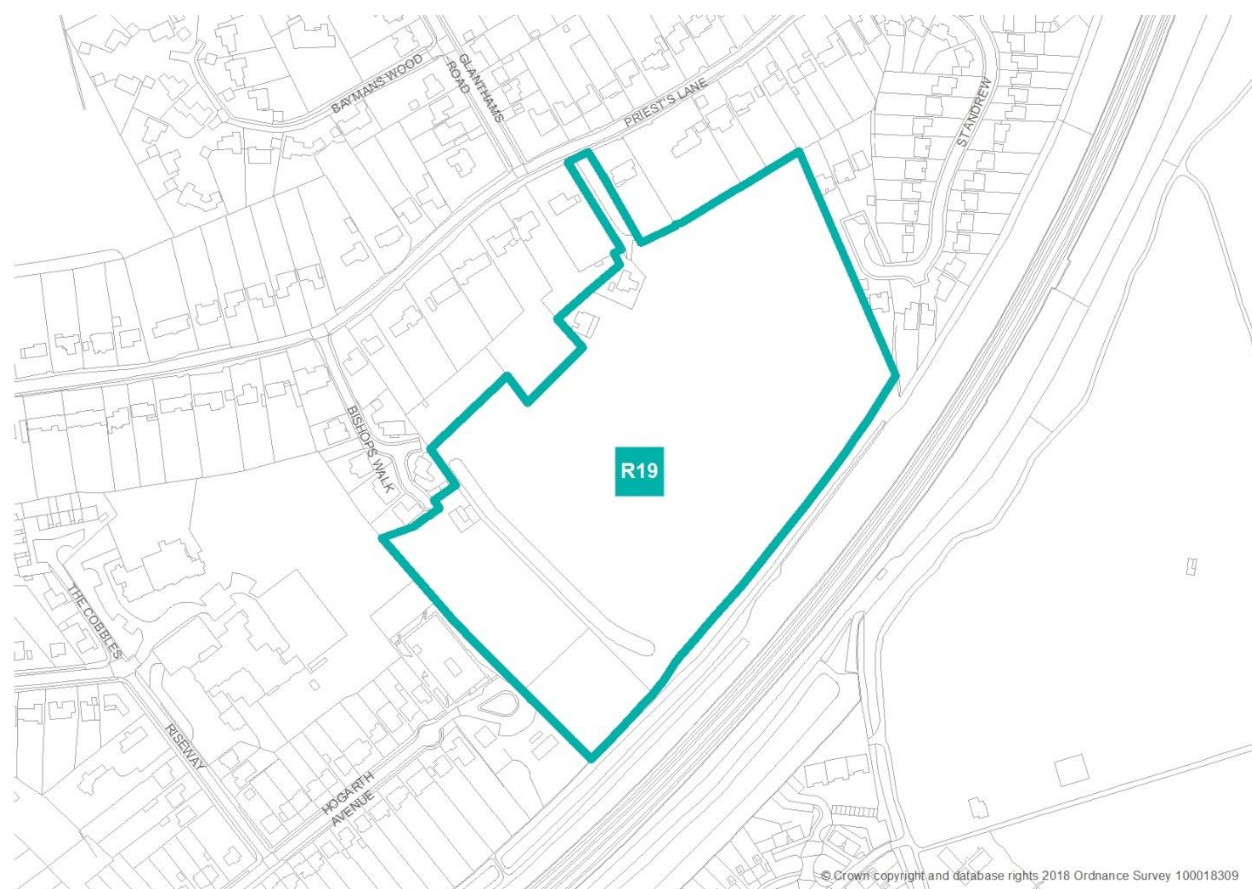


## R18 – Land at Crescent Drive, Shenfield



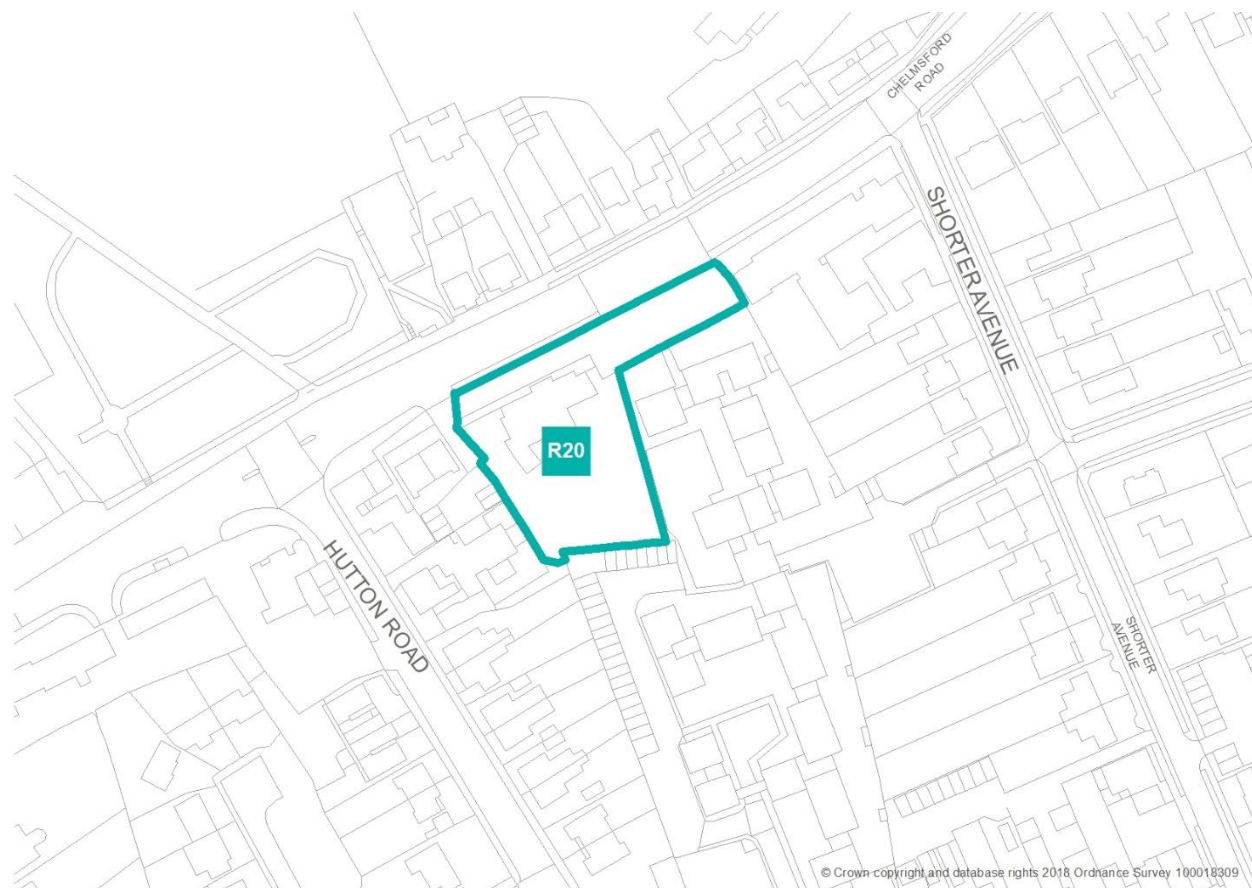
<b>Gross area:</b>	1.54ha
<b>Net developable area:</b>	1.39ha
<b>Indicative dwelling yield (net):</b>	55
<b>Site access:</b>	Crescent Drive
<b>Delivery forecast:</b>	2021/22 – 2023/24



**R19 – Land at Priests Lane, Shenfield**

<b>Gross area:</b>	5.4ha
<b>Net developable area:</b>	3.84ha
<b>Indicative dwelling yield (net):</b>	75
<b>Site access:</b>	Priests Lane
<b>Delivery forecast:</b>	2020/21 – 2022/23

## R20 – The Eagle and Child Public House, Shenfield



**Gross area:**

0.24ha

**Net developable area:**

0.24ha

**Indicative dwelling yield (net):**

20

**Site access:**

Chelmsford Road (A1023)

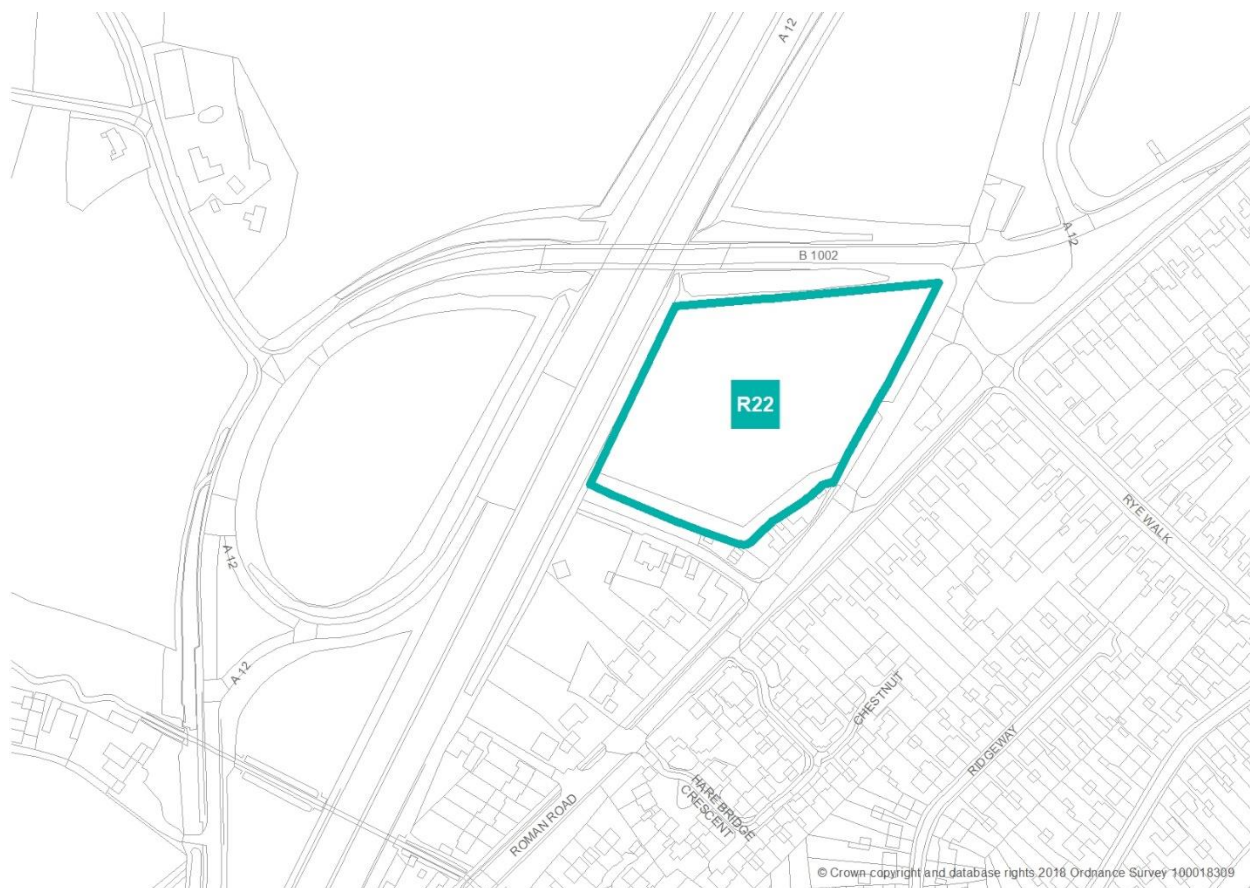
**Delivery forecast:**

2021/22 – 2022/23

**R21 – Land south of Ingatestone**

<b>Gross area:</b>	6.04ha
<b>Net developable area:</b>	4.74ha
<b>Indicative dwelling yield (net):</b>	161
<b>Site access:</b>	Roman Road
<b>Delivery forecast:</b>	2021/22 – 2023/24

## R22 – Land adjacent to the A12 by-pass, Ingatestone



**Gross area:**

1.39ha

**Net developable area:**

1.25ha

**Indicative dwelling yield (net):**

57

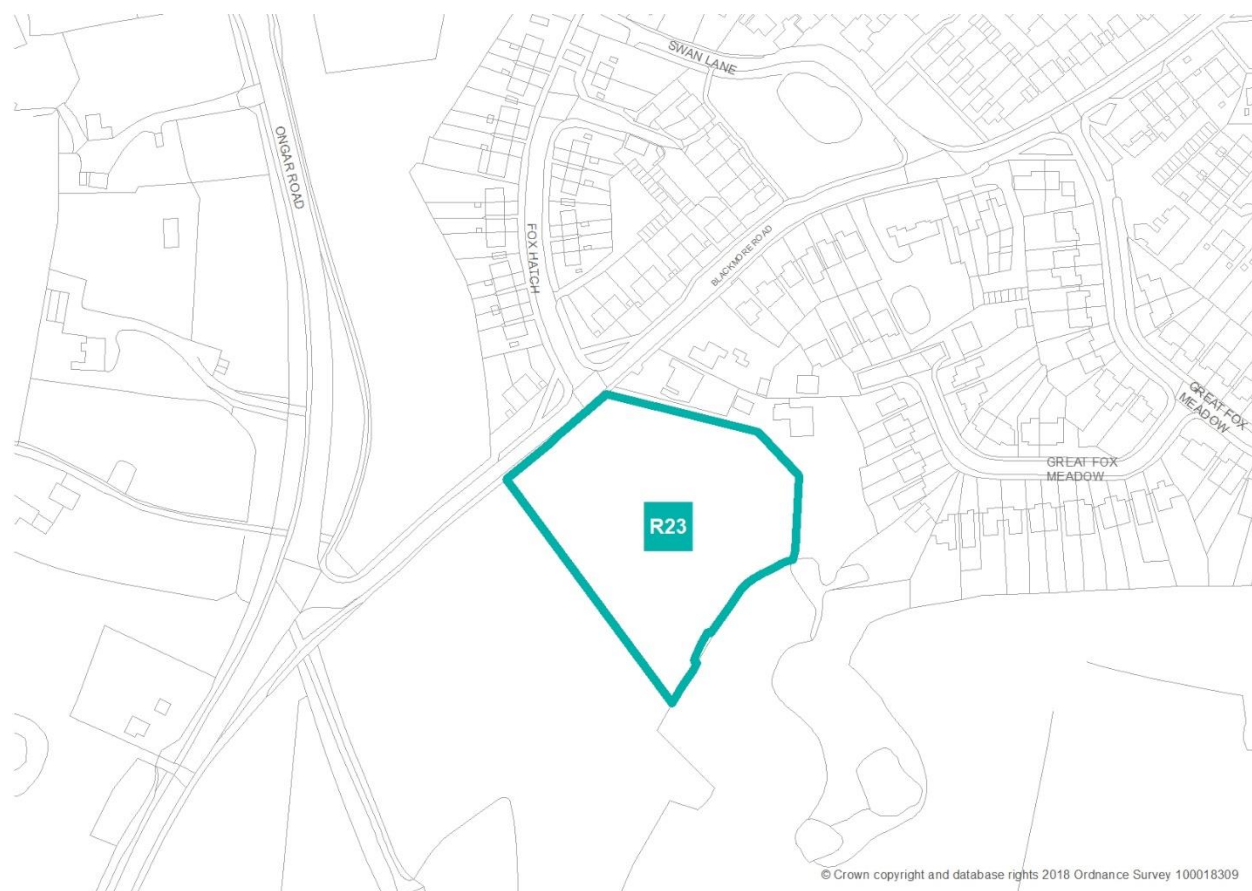
**Site access:**

Roman Road

**Delivery forecast:**

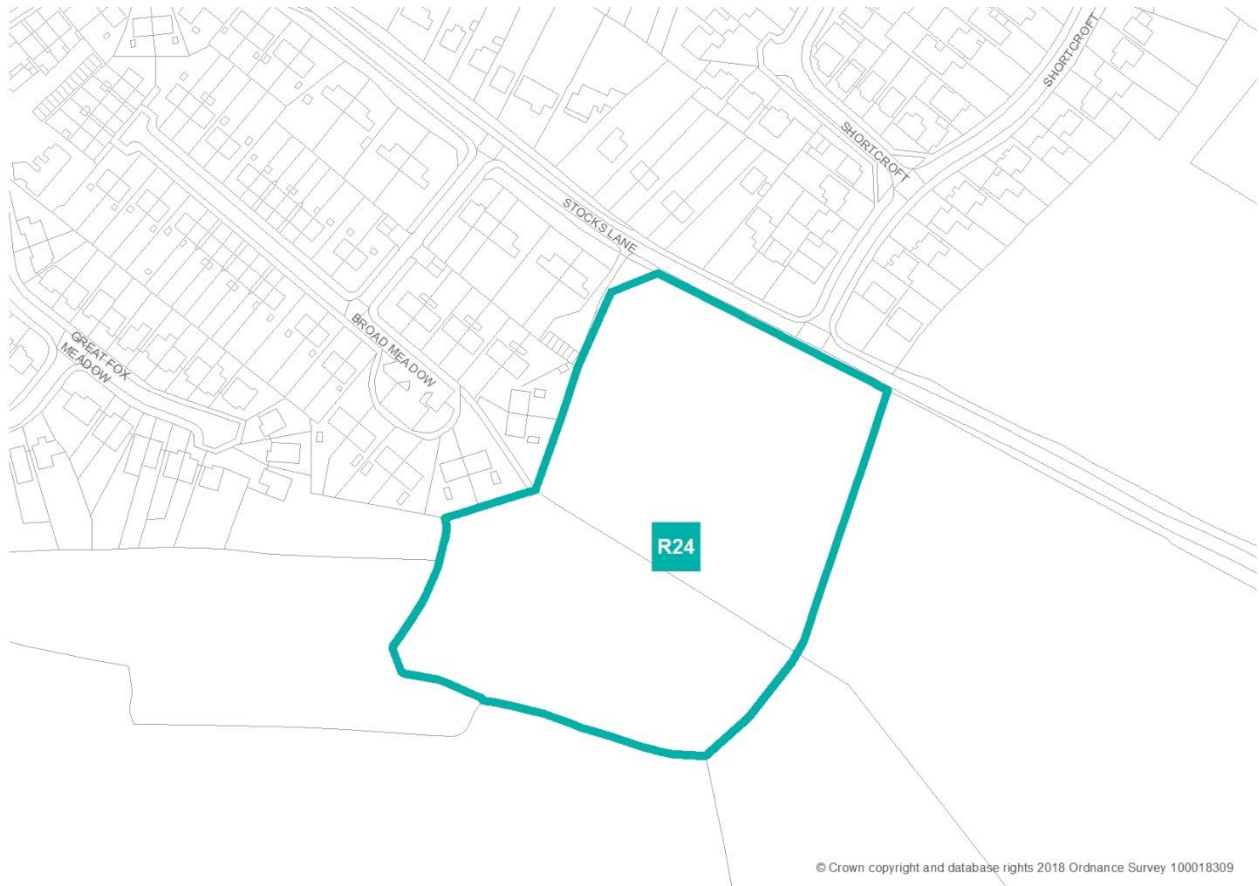
2021/22 – 2023/24



**R23 – Brizes Corner Field, Kelvedon Hatch**

<b>Gross area:</b>	0.87ha
<b>Net developable area:</b>	0.78ha
<b>Indicative dwelling yield (net):</b>	23
<b>Site access:</b>	Blackmore Road
<b>Delivery forecast:</b>	2021/22 – 2022/23

## R24 – Land off Stocks Lane, Kelvedon Hatch



<b>Gross area:</b>	2.15ha
<b>Net developable area:</b>	1.61ha
<b>Indicative dwelling yield (net):</b>	30
<b>Site access:</b>	Stocks Lane
<b>Delivery forecast:</b>	2021/22 – 2022/23

**R25 – Land north of Woollard Way, Blackmore**

<b>Gross area:</b>	3.3ha
<b>Net developable area:</b>	2.48ha
<b>Indicative dwelling yield (net):</b>	40
<b>Site access:</b>	Redrose Lane
<b>Delivery forecast:</b>	2023/24 – 2024/25

## R26 – Land north of Orchard Piece, Blackmore



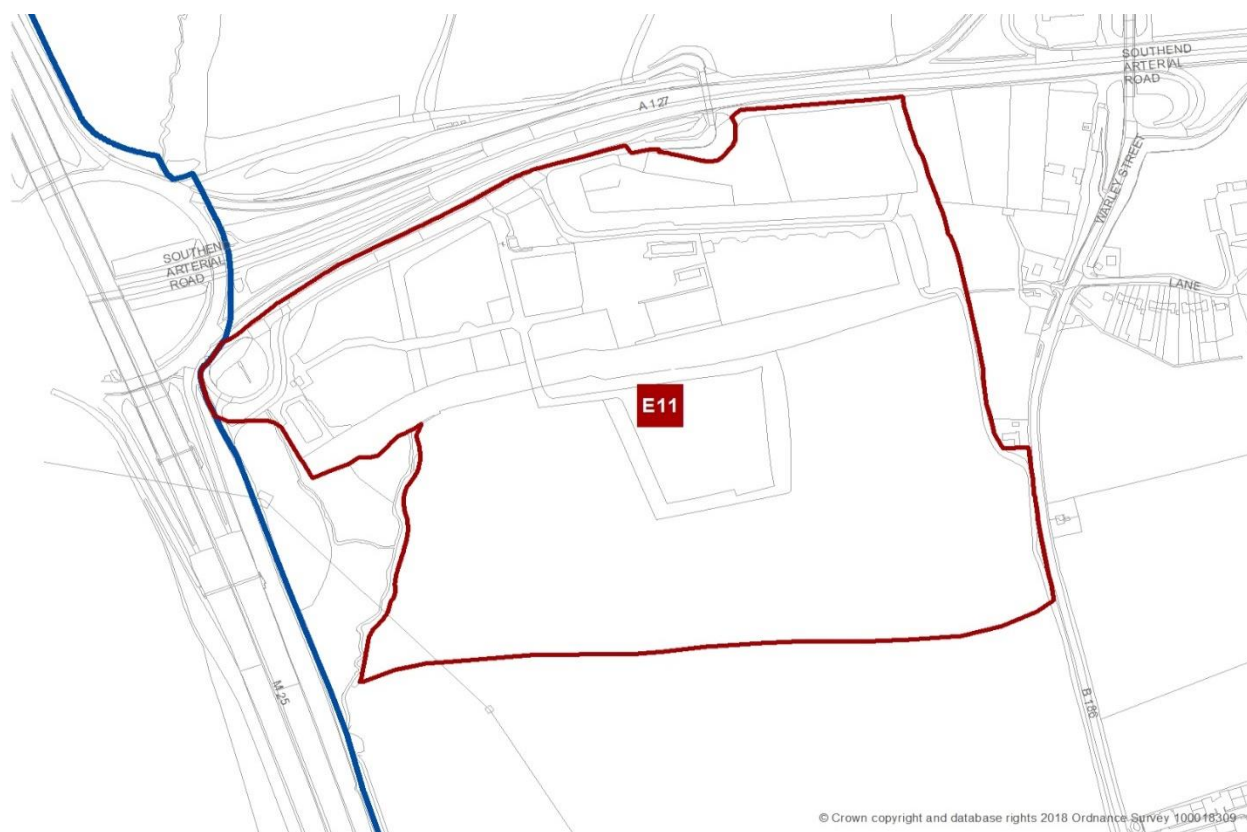
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<b>Gross area:</b>	1.69ha
<b>Net developable area:</b>	1.52ha
<b>Indicative dwelling yield (net):</b>	30
<b>Site access:</b>	Redrose Lane
<b>Delivery forecast:</b>	2021/22 – 2022/23



# Employment Sites

## E11 – Brentwood Enterprise Park

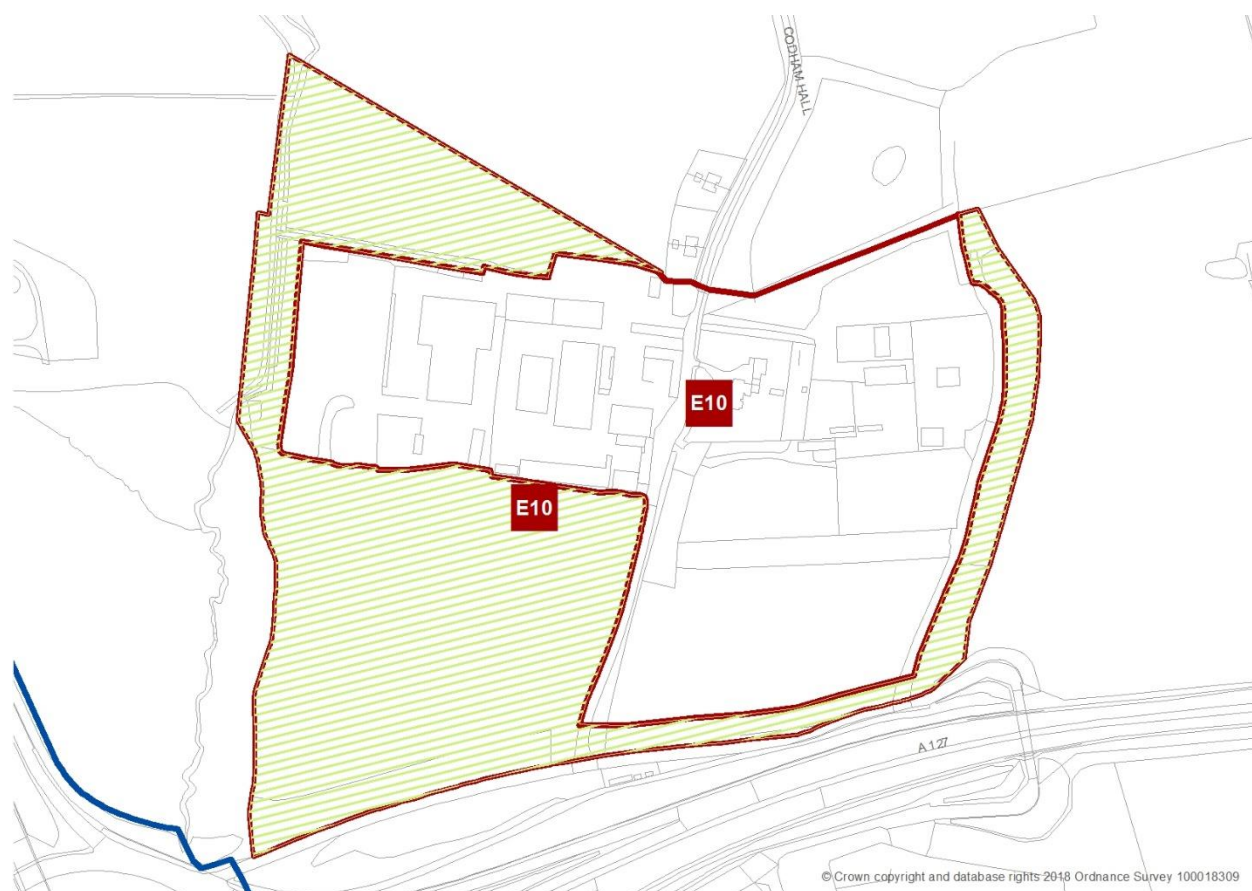


<b>Gross area:</b>	35.5ha
<b>Developable area:</b>	25.85 ha
<b>Site access:</b>	M25 Junction 29 and/or Warley Street (B186)
<b>Delivery forecast:</b>	Years 5-15

E12 – Childerditch Industrial Estate



Gross area:	20.64 ha
Developable area:	20.64 ha
Site access:	A127
Delivery forecast:	Years 1-10

**E10 – Codham Hall Farm**

<b>Gross area:</b>	17.6ha (comprising 9.6ha employment and 8.0ha landscaping)
<b>Net additional area:</b>	0.61ha (currently undeveloped land)
<b>Site access:</b>	M25 Junction 29
<b>Delivery forecast:</b>	Years 1-5

**E13 – East Horndon Hall**



Gross area:	12.9ha
Developable area:	5.5ha
Site access:	Old Tilbury Road
Delivery forecast:	Years 1-5

**E08 – Land Adjacent to A12 and Slip Road, Ingatestone**

<b>Gross area:</b>	2.06ha
<b>Developable area:</b>	1.6ha
<b>Site access:</b>	Roman Road (B1002)
<b>Delivery forecast:</b>	Years 1-5





# Appendix 3



## Monitoring Framework

This section Deals with how the Council will monitor the Local Plan's success in meeting the challenges and opportunities set out in the planning policies to ensure effective delivery of the Plan.

This will be done through the monitoring of the indicators set out in the tables below on an annual basis which will be published through the Authorities Monitoring Report (AMR). The AMR will be used to report the performance of the Local Plan as well as recommending any actions required to ensure the delivery of the Plan.

**Table 1: Monitoring Framework. Broad parameters for monitoring policy implementation.**

Plan Policy	Indicators	Delivery Mechanism	Target	Actions
Chapter 4 - Managing Sustainable Growth				
SP01: Sustainable Development	Covered by other indicators within the monitoring framework		Target not required	
SP02: Managing Growth	Plan period net housing target (running total)	Planning permissions	Achieve 7,752 new residential dwellings (net) over the Plan period 2016-2033	



Plan Policy	Indicators	Delivery Mechanism	Target	Actions
	Net additional dwellings completed in previous years  Net additional dwellings in monitoring year  Commencement of development at allocated sites  Completion of development at allocated sites (running total)	AMR  Five Year Housing Land Supply	Achieve annualized housing target in line with housing trajectory	
SP03: Health Impact Assessments	Covered by other indicators within the monitoring framework		Target not required	
SP04: Developer Contributions	Covered by other indicators within the monitoring framework		Target not required	
SP05: Construction Management	Covered by other indicators within the monitoring framework		Target not required	
SP06: Effective Delivery of Development	Covered by other indicators within the monitoring framework		Target not required	
<b>Chapter 5 - Resilient Built Environment</b>				
BE01: Future Proofing	Quality of design of new development	Planning permission	All permissions granted for new development are in accordance with policy	
BE02: Sustainable Construction and Resource Efficiency	Sustainability of design of new development	Planning permission	All permissions granted for new development are in accordance with policy	

Plan Policy	Indicators	Delivery Mechanism	Target	Actions
BE03: Carbon Reduction, Renewable Energy and Water Efficiency	Sustainability of design of new development – in line with policy requirement	Planning permission	All permissions granted for new development are in accordance with policy	
BE04: Establishing Low Carbon and Renewable Energy Infrastructure Network	Sustainability of design of new development – in line with policy requirement	Planning permission	All permissions granted for new development are in accordance with policy	
BE05: Assessing Energy Infrastructure	Sustainability of design of new development – in line with policy requirement	Planning permission	All permissions granted for new development are in accordance with policy	
BE06: Improving Energy Efficiency in Existing Dwellings	Sustainability of design of new development – in line with policy requirement	Planning permission	All permissions granted for new development are in accordance with policy	
BE07: Managing Heat Risk	Sustainability of design of new development – in line with policy requirement	Planning permission	All permissions granted for new development are in accordance with policy	
BE08: Sustainable Drainage	Sustainability of design of new development and impact on flooding	Planning permission	All permissions granted for new development are in accordance with policy	
BE09: Communication Infrastructure	Number of applications for new Communication infrastructure	Planning permission	Target not required	
BE10: Connecting new Developments	Number of new developments failing to connect	Planning permission	All new development to connect to digital infrastructure	

Plan Policy	Indicators	Delivery Mechanism	Target	Actions
to Digital Infrastructure				
BE11: Strategic Transport Infrastructure	Provision of key infrastructure	Planning permissions and masterplanning  IDP	Schemes delivered in accordance with the IDP	Progress and milestones in accordance with development as agreed in planning permissions in accordance with IDP
BE 12: Car-Limited Development	Provision of key infrastructure	Planning permissions and masterplanning  IDP	Schemes delivered in accordance with the IDP	Progress and milestones in accordance with development as agreed in planning permissions in accordance with IDP
BE13: Sustainable Means of Travel and Walkable Streets	Provision of key infrastructure	Planning permissions and masterplanning  IDP	Schemes delivered in accordance with the IDP	Progress and milestones in accordance with development as agreed in planning permissions in accordance with IDP
BE14: Sustainable Passenger Transport	Provision of key infrastructure	Planning permissions and masterplanning  IDP	Schemes delivered in accordance with the IDP	Progress and milestones in accordance with development as agreed in planning permissions in accordance with IDP

Plan Policy	Indicators	Delivery Mechanism	Target	Actions
BE15: Electric and Low Emission Vehicles	Provision of key infrastructure	Planning permissions and masterplanning  IDP	Schemes delivered in accordance with the IDP	Progress and milestones in accordance with development as agree in planning permissions in accordance with IDP
BE16: Mitigating the Transport Impacts of Development	Provision of mitigation methodologies	Planning permissions and masterplanning  IDP	Schemes delivered in accordance with the IDP	Progress and milestones in accordance with development as agreed in planning permissions in accordance with IDP
BE17: Parking Standards	Level and type of parking provision for new developments	Planning permission and masterplanning	In line with ECC parking standards	
BE18: Green and Blue Infrastructure	Inclusion of infrastructure in the design of new development. Sq.m of new accessible open space.	Planning application process	Not required	All permissions granted for new development are in accordance with the Policy
BE19: Access to Nature	Distance to open space and to designated wildlife areas.	Planning application process	Within 1km of accessible open space or on site provision.	All permissions granted for new development are in accordance with the Policy
BE20: Allotments and Community Food Growing Space	Sq.m of new food growing space.	Planning applications	Net gain	

Plan Policy	Indicators	Delivery Mechanism	Target	Actions
BE21: Protecting Land for Gardens	Quality of design of new development	Planning application process	Not required	All permissions granted for new development are in accordance with the Policy
BE22: Open Space in New Development	Provision of functional open space	Planning applications	Net gain	All permissions granted for new development are in accordance with the Policy
BE23: Open Space, Community, Sport and Recreational Facilities	Provision of on site open space – new sq. m	Planning applications	Net gain	All permissions granted for new development are in accordance with the Policy

## Chapter 6 – Housing Provision

HP01: Housing Mix	<p>Number of new dwellings achieving M4(2) accessible and adaptable dwellings of the Building Regulations 2015</p> <p>Number of new dwellings achieving M4(3) wheelchair adaptable dwellings of the Building Regulations 2015</p> <p>Number of new dwellings achieving M4(3) wheelchair accessible dwellings of</p>	<p>AMR</p> <p>Specialist Accommodation Report</p> <p>Building Regulations</p>	<p>On developments of 10 or more dwellings all to meet M4(2) accessible and adaptable dwellings, or M4(3) wheelchair adaptable dwellings, of the Building Regulations 2015</p> <p>On developments of 60 or more dwellings a minimum of 5% of new affordable dwellings should be built to meet requirement M4(3) wheelchair accessible dwellings of the Building Regulations 2015</p>	
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Plan Policy	Indicators	Delivery Mechanism	Target	Actions
	<p>the Building Regulations 2015</p> <p>Number of self-build and custom build homes achieved</p> <p>Number and Type of Specialist Accommodation achieved</p>		<p>On developments of 500 or more dwellings a minimum of 5% self-build homes to be achieved</p> <p>On developments of 500 or more dwellings an appropriate provision of Specialist Accommodation to be achieved</p>	
HP02: Protecting the Existing Housing Stock	Net number of permitted and completed homes	AMR	No net loss in dwellings from development proposals	
HP03: Residential Density	Average density of residential development completed in urban areas within monitoring year (whole site)	AMR	Achieve average density of no less than 35dph	
HP04: Specialist Accommodation	Number and Type of Specialist Accommodation achieved	Specialist Accommodation Report	<p>All permissions granted for Specialist Accommodation in accordance with the Policy</p> <p>Appropriate provision of Specialist Accommodation to be achieved</p>	In the monitoring of this policy there will be a need to ensure the Council is satisfied with the provision of specialist accommodation being delivered, if a shortfall in provision is identified the policy will be reviewed as necessary

Plan Policy	Indicators	Delivery Mechanism	Target	Actions
BE22HP05: Affordable Housing	<p>Number of affordable homes completed</p> <p>Type and tenure of affordable homes completed</p>	AMR	<p>To achieve 35% of affordable homes on threshold sites</p> <p>To achieve a tenure split of 86% Affordable/Social Rent and 14% as other forms of affordable housing</p>	Affordable Housing target not required but still needs to refer to all policies
HP06: Standards for New Housing	Internal spaces to be above minimum standards in National Space Standards	<p>Planning permission</p> <p>AMR</p>	100% of new homes at or above national minimum standards	
HP07: Provision for Gypsies and Travellers	<p>Number of new Gypsy and Traveller pitches approved</p> <p>Number of existing Gypsy and Traveller pitches approved for a change of use to other uses</p>	AMR	To achieve 5 new and 8 regularised Gypsy and Traveller pitches by 2033.	Continue with the GTAA joint assessment work with other Essex boroughs.
HP08: Regularising Suitable Existing Traveller Sites	<p>Number of new Gypsy and Traveller pitches approved</p> <p>Number of existing Gypsy and Traveller pitches approved for a change of use to other uses</p>	AMR	To achieve 5 new and 8 regularised Gypsy and Traveller pitches by 2033.	
HP09: Safeguarding	Number of existing Gypsy and Traveller pitches approved for a	AMR	Not required	



Plan Policy	Indicators	Delivery Mechanism	Target	Actions
Permitted Sites	change of use to other uses			
HP10: Sub-Division of Pitches or Plots	Case by case recording of split pitches/plots	AMR	Not required	Monitor as part of ongoing needs assessment information collation
HP11: Proposals for Gypsies, Travellers and Travelling Showpeople On Windfall Sites	Case by case recording of successful applications for new pitches/plots	AMR	Not required	Monitor as part of ongoing needs assessment information collation
HP12: Planning for Inclusive Communities	Quality of design of new development	Planning application process	Not required	All permissions granted for new development are in accordance with the Policy
HP13: Creating Successful Places	Quality of design of new development	Planning application process	Not required	All permissions granted for new development are in accordance with the Policy
HP14: Responding to Context	Quality of design of new development	Planning application process	Not required	All permissions granted for new development are in accordance with the Policy
HP15: Permeable and Legible Layout	Quality of design of new development	Planning application process	Not required	All permissions granted for new development are in

Plan Policy	Indicators	Delivery Mechanism	Target	Actions
				accordance with the Policy
HP16: Buildings Design	Quality of design of new development	Planning application process	Not required	All permissions granted for new development are in accordance with the Policy
HP17: Paving over Front Garden	Quality of design of new development	Planning application process	Not required	All permissions granted for new development are in accordance with the Policy
HP18: Designing Landscape and the Public Realm	Quality of design of new development	Planning application process	Not required	All permissions granted for new development are in accordance with the Policy
HP19: Conservation and Enhancement of Historic Environment	Number of applications permitted affecting designated Heritage Assets	Planning applications	Not required	All permissions granted for new development are in accordance with the Policy
HP20: Listed Buildings	Number of applications permitted affecting Listed Buildings	Planning applications	Not required	All permissions granted for new development are in accordance with the Policy
HP21: Conservation Areas	Number of applications permitted affecting conservation areas	Planning applications	Not required	All permissions granted for new development are in accordance with the Policy

Plan Policy	Indicators	Delivery Mechanism	Target	Actions
HP22: Local Heritage Assets	Number of applications permitted affecting designated Heritage Assets	Planning applications	Not required	All permissions granted for new development are in accordance with the Policy
HP23: Scheduled Monuments and Archaeological Remains	Number of applications permitted affecting Scheduled Monuments and Archaeological Remains	Planning applications	Not required	All permissions granted for new development are in accordance with the Policy
<b>Chapter 7 - Prosperous Communities</b>				
PC01: Cultivating a Strong and Competitive Economy	Types of applications approved within the Employment Areas	Planning application process	Not required	All permissions granted for new development are in accordance with the Policy
PC02: Job Growth and Employment Land	Types of applications approved within the Employment Areas	Planning application process	Net Gain in retail floorspace over the Plan period 2016-2033	
	Total commercial floorspace (sqm) completed (running total)	AMR	Achieve a total of circa 48.89 ha of new employment land (B-Use)	
PC03: Employment Land Allocations	Commencement of development and net floorspace (sqm) completed by type on Employment Land Allocations (running total)	Planning application process  AMR	Net Gain in accordance with policy	

Plan Policy	Indicators	Delivery Mechanism	Target	Actions
PC04: Development and Expansion of Business Space	Types of applications approved within the borough	Planning application process	Net Gain	
PC05: Employment Development Criteria	Number of applications approved in line with criteria	Planning application process	Net Gain	
PC06: Supporting the Rural Economy  Retail and Commercial Leisure	Number of applications approved	Planning application process	Net Gain	
PC07: Retail and Commercial Leisure Growth	Types of applications approved within the allocated and non-allocated retail locations	Planning application process	Net Gain	
PC08: Retail Hierarchy of Designated Centres	Types of applications approved within the allocated Designated Centres	Planning application process	Net Gain	
PC09: Brentwood Town Centre	Types of applications approved within Brentwood Town Centre	Planning application process	Target not required	
PC10: Mixed Use Development in Designated Centres	Types of applications approved within the allocated Designated Centres	Planning application process	Retention of mix of uses as described within policy	Review of change in Designated Centres
PC11: Primary Shopping Areas	Types of applications approved within the allocated Primary Shopping Centres	Planning application process	Retention of mix of uses as described within policy	Review of change in Primary

Plan Policy	Indicators	Delivery Mechanism	Target	Actions
				Shopping Centres
PC12: Non-Centre Uses	Types of applications approved within the non-centre locations	Planning application process	Retention of mix of uses as described within policy	Review of change in non-centre locations
PC13: Night Time Economy	<p>Number of applications approved for after hours leisure operation</p> <p>Complaints received by Local Authority and police regarding detrimental impact</p>	<p>Planning permission with suitable management and stewardship schemes</p> <p>Licensing process informative</p>	Low to zero complaints	
PC14: Protecting and Enhancing Community Assets (Community Infrastructure)	<p>Number of applications permitted for the change of use of existing community facilities</p> <p>Losses of Community facilities</p>	<p>Planning applications</p> <p>Application for registration of Community Asset</p> <p>AMR</p>	No net loss	
PC15: Education Facilities	<p>Number of applications for permitted change for the change of use of Education Establishments to other uses. Change in school student numbers</p>	With ECC and independent school providers	Change to reflect population changes, current presumption is a net increase.	
PC16: Buildings for Institutional Purposes	Number of applications permitted for the change of use of existing institutional facilities	Planning applications	No net loss	

Plan Policy	Indicators	Delivery Mechanism	Target	Actions
	Losses of Institutional facilities	AMR		
<b>Chapter 8 - Natural Environment</b>				
NE01: Protecting and Enhancing the Natural Environment	<p>Losses to areas of biodiversity/geodiversity habitat</p> <p>Additions to areas of biodiversity/geodiversity habitat</p> <p>Total change in biodiversity/geodiversity habitat</p> <p>Number of planning approvals that generated any adverse impacts on sites of acknowledged biodiversity importance.</p> <p>Percentage of major developments generating overall biodiversity enhancement.</p> <p>Hectares of biodiversity habitat delivered through strategic site allocations.</p>	Through the determination of planning applications, SPDs, master plans, design codes, neighbourhood plans, ecological appraisals	All permissions granted which affect biodiversity/geodiversity habitat are in accordance with policy	
NE02: Recreational Disturbance Avoidance and Mitigation Strategy (RAMS)	Contributions will be reviewed to reflect the planning permissions granted within the Zone of Influence and reflected in the SPD.	Through the determination of planning applications	Not required	<p>Development of Joint Essex SPD, Review and monitoring for SPD and review of Zones of influence.</p> <p>Continue to work with other Essex boroughs and</p>

Plan Policy	Indicators	Delivery Mechanism	Target	Actions
				<p>with the Epping Forest steering group to update evidence base surveys.</p> <p>Appropriate surveys and Zone of Influence review will be reflected in the size of the zones.</p>
NE03: Trees, Woodlands, Hedgerows	<p>Losses to areas woodland, hedgerow, trees</p> <p>Additions to areas of woodland, hedgerow, trees</p> <p>Total change in woodland, hedgerow, trees</p>	Through the determination of planning applications	Zero loss	
NE04: Thames Chase Community Forest	Additions to areas of woodland, hedgerow, trees	Through the determination of planning applications	Net gain	
NE05: Air Quality	Levels of pollution	Through the determination of planning applications	As defined by Government AQMA requirements	All permissions granted for new development are in accordance with Policy and technical advice.
NE06: Flood Risk	Impact on flood risk in an area.	Through the determination of planning applications	All development granted which affect flood risk are in accordance with policy	



Plan Policy	Indicators	Delivery Mechanism	Target	Actions
	Number of applications approved contrary to EA advice			
NE07: Contaminated Land and Hazardous Substances	Levels of pollution	Through the determination of planning applications	As defined by Government AQMA requirements. All permissions granted for new development are in accordance with Policy and technical advice.	
NE08: Floodlighting and Illumination	Impact new development has on the amenity of surrounding areas	Through the determination of planning applications	All permissions granted for new development are in accordance with Policy	
NE9: Green Belt	Covered by other indicators within the monitoring framework		Target not required	
NE10: New Development, Extension and Replacement of Buildings in the Green Belt	Net new development within Green Belt	Through the delivery of the Local Plan and determination of planning applications	Target not required	
NE11: Established Areas of Development and Structures in the Green Belt	Net new development within Green Belt	Through the delivery of the Local Plan and determination of planning applications	Target not required	
NE12: Previously Developed Land in Green Belt	Net new development within Green Belt on previously developed land	Through the delivery of the Local Plan and determination of planning applications	Target not required	

Plan Policy	Indicators	Delivery Mechanism	Target	Actions
NE13: Site Allocations in the Green Belt	Net change in designated Green Belt sq. meterage / ha	Through the development of the Local Plan	Target not required	Removal of Green Belt designation from allocated sites to encourage development at these locations through the Local plan process
NE14: Agricultural Workers Dwellings	Net new development within Green Belt	Through the determination of planning applications	Target not required	
NE15: Re-Use and Residential Conversion of Rural Buildings	Covered by other indicators within the monitoring framework	Through the determination of planning applications	Target not required	
<b>Chapter 9 –Site Allocations</b>				
Site Specific Allocations	Monitoring of allocated sites coming forward to application stage; sites with consent; units reaching completion (refer to Housing policies and Targets).	Through the determination of planning applications	Refer to housing targets (Chapter 6).	Failure to come to application or then to approval and to completion instigates review of Local plan



# Appendix 4



## Proposed changes to Policies Map

Production of a new policies map will require changes to the 2005 proposals map. Maps setting out the below changes will be provided for Regulation 19 consultation:

1. Amended Conservation Areas (since 2005);
2. New development allocations (including Green Belt boundary changes);
3. Identified Local Wildlife Site changes (Local Wildlife Site Review 2012 <http://www.brentwood.gov.uk/pdf/17072013120644u.pdf>);
4. Gypsy and Traveller site boundaries;
5. Retail designations;
6. Functional Flood plain;
7. New Article 4 Areas (since 2005).

Entire removal of the following designations on the map

8. Landscape improvement area;
9. Special Landscape Area;

10. Red House Lake designation;
11. Recreation;
12. Indoor leisure;
13. Hotel; Shops/residential;
14. Shops/car parking/small shops;
15. shops /offices;
16. Financial & professional offices;
17. Residential/offices/shops;
18. Employment/offices;
19. Open storage;
20. Crossrail safeguarded area;
21. Community /offices.

Along with the other retained designations and constraints from the 2005 Proposals Map, these will be combined into a Policies map for adoption.

# Appendix 5



## Regularised Gypsy and Traveller Sites

Site Ref GT16

Site Address: Oaktree Farm (Greenacres), Chelmsford Road



# Site Ref GT17

Site Address: Hunters Green, Albyns Lane, Navestock





# Appendix 6



## Glossary

### ABBREVIATIONS

ACV	Assets of Community Value
AMR	Authority Monitoring Report
AQMAs	Air Quality Management Areas
ASELA	Association of South Essex Local Authorities
BRE	Building Research Establishment
BREEAM	Building Research Establishment Environmental Assessment Method
CDA	Critical Drainage Area
CHP	Combined Heat and Power
CIL	Community Infrastructure Levy
DEFRA	Department for Environment, Food & Rural Affairs

DH	District Heating and cooling systems
DM	Development Management
DPD	Development Plan Document
EA	Environment Agency
ECC	Essex County Council
EIA	Environmental Impact Assessment
ELR	Employment Land Review
EqIA	Equalities Impact Assessment
FTTP	Fibre to the Premises (broadband)
GBI	Green and blue infrastructure
GPDO	General Permitted Development Order
GTAA	Gypsy and Traveller Accommodation Assessment
HCA	Homes and Community Agency
HELAA	Housing and Economic Land Availability Assessment
HRA	Habitat Regulation Assessment
IDP	Infrastructure Delivery Plan
JSP	(South Essex) Joint Strategic Plan
LAA	Local Area Agreement
LCA	Landscape Character Assessment
LCAP	Landscape Conservation Action Plan
NPPF	National Planning Policy Framework

OAHN	Objective Assessment of Housing Need
ONS	Office of National Statistics
PPG	Planning practice guidance
PPTS	Planning Policy for Traveller Sites
RAMS	Recreational disturbance Avoidance Mitigation Strategy
SA/SEA	Sustainability Appraisal/Strategic Environmental Assessment
SCI	Statement of Community Involvement
SFRA	Strategic Flood Risk Assessment
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
SoCG	Statement of Common Ground
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage Systems
SWMP	Surface Water Management Plan  Note: This abbreviation is sometimes used for Site Waste Management Plans.

## GLOSSARY

Affordable housing	Social rented, affordable rented and intermediate housing which is provided to specific eligible households whose housing needs are not met by the market housing on offer (including housing that provides a subsidised route to home ownership and/or is for essential local workers). Eligibility is determined with regard to local incomes and local house prices.
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Air Quality Management Areas (AQMAs)	Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.
Ancient woodland	An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).
Archaeological interest	There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.
Biophilic design	<p>Biophilic Design responds to the well documented knowledge that humans have an innate connection to nature and natural processes. It offers an approach to creating buildings and spaces that respond to our human needs – thereby making design ‘human-scale’.</p> <p>Incorporating biophilic design principles to the design of places and buildings not only means integrating nature (green infrastructure) into design proposals, but also incorporating natural analogues into the design of the built elements; these can include using elements that use references to, representations of, or mimic aspects of nature such as natural materials, colours, textures, natural geometries (fractals and curves), organic forms and patterns.</p>
Brownfield sites	Land which is or has been previously developed as opposed to greenfield land which has never been developed. See ‘previously developed land’.
Climate change adaptation	Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities.
Climate change mitigation	Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.
Community forest	An area identified through the England Community Forest Programme to revitalise countryside and green space in and around major conurbations.
Community Infrastructure Levy (CIL)	A mechanism by which charging authorities can set a standard charge on specified development in their area to pay for the new infrastructure required to support growth.
Community Right to Build Order	An Order made by the local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a site-specific development proposal or classes of development.

Conservation	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Conservation Area	An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance, designated under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
Critical Drainage Areas (CDA)	A discrete geographical area (usually a hydrological catchment) where multiple or interlinked sources of flood risk cause flooding during a severe rainfall event thereby affecting people, property or local infrastructure. The CDA comprises the upstream contributing catchment, the influencing drainage catchments, surface water catchments and, where appropriate, a downstream area if this can have influence on CDA.
Curtilage	The area, usually enclosed, encompassing the grounds and buildings immediately surrounding a home that is used in the daily activities of domestic life.
Decentralised energy	Local renewable and local low-carbon energy sources that generate energy close to where it will be used, rather than at a large plant elsewhere and be sent through the national grid. This local generation reduces transmission losses and lowers carbon emissions. Examples are combined heat and power (CHP) plants and district heating (DH) schemes.
Deliverable	To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. Sites that are not major development, and sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (e.g. they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans). Sites with outline planning permission, permission in principle, allocated in the development plan or identified on a brownfield register should only be considered deliverable where there is clear evidence that this housing will be completed on site within five years.
Design and build with nature	Sometimes also referred to as 'nature-based solutions' it calls on design and building approaches to account for natural systems and ecosystem services, and to harness these natural processes to create smart and sustainable infrastructure to manage resources and climate impacts (such as sustainable urban drainage, passive heating and cooling, energy

	efficiency and waste management, etc). The approach is gaining traction with a number of guides starting to emerge <sup>1</sup>
Design code	A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.
Designated heritage asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
Developable	To be considered developable, sites should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged.
Duty to Co-operate	This is a legal duty that requires Local Planning Authorities and other prescribed public bodies to 'engage constructively, actively and on an ongoing basis' to develop strategic policies. It is a statutory test and a key issue when assessing the soundness of Local Plans.
Employment land review	Assesses the likely demand for, and supply of, land for employment uses including land currently in use for employment purposes; land currently allocated for employment purposes; and land with the potential to be suitable for employment purposes.
Environmental impact assessment	A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.
Five-year housing land supply	The new Local Plan must ensure that enough homes are provided and identify enough land to maintain a steady supply of housing over the plan period. This is commonly called maintaining a five-year housing land supply.
Green and blue infrastructure	Green and Blue Infrastructure (GBI) can be summarised as a network of multi-functional green space, both new and existing, both rural and urban, which supports the natural and ecological processes and is integral to the health and quality of life of sustainable communities. Green and Blue Infrastructure also encompasses river systems and coastal environments (these are sometimes also refer to as Blue Infrastructure). The Local Plan uses Green-Blue Infrastructure (GBI) and Green Infrastructure (GI) interchangeably).

<sup>1</sup> Building with Nature (2017). Available at: <https://www.buildingwithnature.org.uk/>

	<p>Component elements of Green and Blue Infrastructure include natural and semi-natural green spaces such as parks, private gardens, agricultural fields, hedges, trees, woodland, green roofs, green walls, rivers and ponds. The term covers all land containing these features, regardless of its ownership, condition or size.</p> <p>Green and Blue Infrastructure in the widest sense will be accepted in line with key institutional definitions including Natural England<sup>2</sup>, Landscape Institute<sup>3</sup>, Green Infrastructure Partnership<sup>4</sup>, Ecosystems Knowledge Network<sup>5</sup></p>
Green Belt	A national planning policy designation given to land. Green Belts were designated to stop the uncontrolled growth of large cities and towns. The Green Belt can include both greenfield and brownfield (previously developed) sites in areas with both good and poor landscape value.
Green Belt assessment	An assessment of the Green Belt to determine the strategic role of the Green Belt in the District, whether the Green Belt fulfils its purpose as set out in the National Planning Policy Framework.
Greenfield sites	Land that has not been previously developed or undeveloped pieces of land. Greenfield sites are typically outside existing built-up areas, but areas such as open spaces and residential gardens are considered greenfield regardless of where they are located.
Gypsy and Traveller Pitch / Plot	Area of land on a site/development generally home to one household. Can be varying sizes and have varying caravan numbers. Pitches refer to Gypsy and Traveller sites and Plots to Travelling Showpeople yards.
Gypsy and Traveller Site	An area of land on which Gypsies, Travellers and Travelling Showpeople are accommodated in caravans/chalets/vehicles. Can contain one or multiple pitches/plots.
Habitat Regulations Assessment (HRA)	The Habitat Regulation Assessment forms part of the Local Plan evidence base. The Habitat Regulation Assessment is a statutory requirement under the Conservation (Natural Habitats) (Amendment) (England and Wales) Habitat Regulations Assessment Regulations 2006. An HRA is required for a plan or project which, either alone or in combination with other plans or projects is likely to have a significant effect on the integrity of a European

<sup>2</sup> Natural England (2014) Green Infrastructure Guidance. Available at:

<http://publications.naturalengland.org.uk/publication/35033>

<sup>3</sup> Landscape Institute (2011). Local Green Infrastructure. Helping communities make the most of their landscape [https://www.landscapeinstitute.org/PDF/Contribute/LocalGreenInfrastructurewebversion\\_000.pdf](https://www.landscapeinstitute.org/PDF/Contribute/LocalGreenInfrastructurewebversion_000.pdf)

<sup>4</sup> Green Infrastructure Partnership Resource Library <https://www.tcpa.org.uk/pages/category/green-infrastructure-partnership>

<sup>5</sup> Ecosystems Knowledge Network Resources. <https://ecosystemsknowledge.net/resources/tools-guidelines/green-infrastructure>



	site (one that forms part of the Natura 2000 (N2K) network), plus Ramsar sites (collectively 'international sites').
Harmonic design	Refers to composition of design elements such as balance, pattern, repetition, proportion, scale, rhythm, right amount of variety and detail, unity, etc, that come together to create a space that affords healthy functional qualities; different combinations will create spaces that are calming, versus spaces that afford social interaction and activity, without being overpowering and jarring.
Healthy-by-design	Healthy by Design promotes the ethos of incorporating healthier design considerations into masterplanning and place-making decisions. It is a process which ensures that all elements known to promote health and wellbeing are given due consideration when designing places and buildings to avoid adverse health impacts. There are numerous guides on how to delivery healthy environments, including a selection promoted by Public Health England <sup>6</sup> .
Heritage Asset	Any structure, building, system facility and/or provision required by an area for its social and/or economic function and/or wellbeing including (but not exclusively): footways, cycleways and highways; public transport; drainage, SuDs and flood protection; waste recycling facilities; education and childcare; healthcare; sports, leisure and recreation facilities; community and social facilities; cultural facilities, including public art; emergency services; green infrastructure; open space; affordable housing; live/work units and lifetime homes; broadband and facilities for specific sections of the community such as youth or the elderly.
Housing and Economic Land Availability Assessment (HELAA)	The HELAA is a technical study which is used to assist in the monitoring of whether there is an adequate supply of deliverable housing land. It informs planning process in terms of identifying land that is suitable, available and achievable for housing and economic development uses over the Plan period. It identifies sites and broad locations with potential for development, assesses their development potential and assesses their suitability for development and the likelihood of that development coming forward.
Infrastructure	<p>Infrastructure means any structure, building, system facility and/or provision required by an area for its social and/or economic function and/or well-being.</p> <p>Any structure, building, system facility and/or provision required by an area for its social and/or economic function and/or wellbeing including (but not exclusively): footways, cycleways and highways; public transport; drainage, SuDs and flood protection; waste recycling facilities; education and childcare; healthcare; sports, leisure and recreation facilities; community</p>

<sup>6</sup> Guidance on Healthy Places (August 2018). <https://www.gov.uk/government/publications/phe-healthy-places/healthy-places>



	and social facilities; cultural facilities, including public art; emergency services; green infrastructure; open space; affordable housing; live/work units and lifetime homes; broadband and facilities for specific sections of the community such as youth or the elderly.
Infrastructure Delivery Plan (IDP)	This document forms part of the evidence base for the Local Plan. It assesses the infrastructure capacity and needs of Brentwood, and provides an overview of the way infrastructure is planned and the agencies involved in its delivery. It also looks at costs and likely funding mechanisms for infrastructure, and forms the basis for assessing contributions that would be sought to meet the needs of new development.
Landscape Character Assessment	An assessment which describes the main types of landscape in an area and gives advice about the management and planning of the landscape.
Listed Building	A building is listed, on the National Heritage List for England, when it is of special architectural or historic interest considered to be of national importance.
Living landscapes	Key areas of landscape identified by Essex Wildlife Trust, which form ecological networks that allow wildlife to move through them and increase their resilience to threats such as climate change, floods drought, sea-level rise and development pressure. These areas are promoted for nature conservation, wildlife habitats, public enjoyment and adaptation to climate change.
Main town centre use	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Major development	For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m <sup>2</sup> or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
Market housing	Private rented and housing for sale where prices are set in the open market.
Minerals Safeguarding Area	An area of land overlying or in the immediate vicinity of a mineral resource that is defined on a map and is recognised through policy as an area that needs consideration if a non-mineral development is submitted for determination.

Multi-functional green space	Multi-functional refers to the ecosystem services that Green Infrastructure provides to tackle impacts of climate change, flood risk, water management, heat risk, food supply, providing efficient and renewable energy and creating comfortable, attractive places in which to live.
National Planning Policy Framework (NPPF)	A document that sets out the Government's planning policies for England and how these are expected to be applied.
Natural play area	Natural play areas are outdoor spaces designated for adventure play that are made of natural materials and incorporate natural components such as plants, logs, water, sand, mud, boulders, hills and trees. Natural Play does not just mean leaving a few logs on the ground, but is a combination of integrating quality structured play equipment in a natural context as well as interweaving nature and natural elements to create spaces where children can use their imagination to play thereby giving a wide range of play and learning experiences. Refer to guides by the National Trust, Woodland Trust as well as Play England <sup>7</sup> .
Neighbourhood plans	A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
Non-designated heritage asset	Buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not statutorily recognised (i.e. they are not listed, not within a Conservation Area and not part of a Scheduled Monument).
Older people	People over or approaching retirement age, including the active, newly-retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.
Open space	All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
Permitted development rights	Permission to carry out certain limited forms of development without the need to make an application to a local planning authority, as granted under the terms of the Town and Country Planning (General Permitted Development) Order.

<sup>7</sup> Play England (2009) Nature play: Maintenance guide. Available at <http://www.playengland.org.uk/media/120468/nature-play-maintenance-guide.pdf>

Planning condition	A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.
Planning obligation	A legal agreement entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.
Planning Practice Guidance (PPG)	Guidance on best practice for implementing the Government's planning policies set out in the National Planning Policy Framework.
Policies map	A Ordnance Survey based map showing where policies and designations within the Local Plan apply.
Previously developed land	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.
Protected lane	Lanes identified as being of special historic or landscape value in the countryside.
Ramsar sites	Wetlands of international importance, originally designated under the 1971 Ramsar Convention.
Registered Parks and Gardens	Sites included in the Register of Parks and Gardens of Special Historic Interest compiled and maintained by English Heritage, which make a significant contribution to the diversity of the local and/or national landscape and/or which are of particular historical importance.
Renewable and low carbon energy	Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Self-build and custom-build housing	Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.
Sites of Special Scientific Interest (SSSI)	Land notified under the Wildlife and Countryside Act 1981 as an ecosystem of flora and/or fauna considered by Natural England to be of significant national value and interest to merit its conservation and management.
Strategic Flood Risk Assessment (SFRA)	This provides an overview of flood risk from all sources within a defined area and provides general guidance on flood risk and issues associated with flooding for the area being studied.
Strategic Housing Land Availability Assessment (SHLAA)	A technical study which identifies sites with development potential for housing and assesses their developability, deliverability and capacity.
Strategic Housing Market Assessment (SHMA)	A technical study prepared for the Council which assesses the overall state of the housing market and advises on future housing policies used to inform the Council's Housing Strategy.
Sustainable Drainage Systems (SuDS)	This is a natural approach to managing drainage by slowing down and reducing the quantity of surface water run-off from a developed area to manage downstream flood risk and reducing the risk of the runoff causing pollution.
Sui generis	Planning uses falling outside the standard use classes, which can include betting offices, theatres, hostels, scrap yards, petrol stations, nightclubs, launderettes, casinos.
Supplementary Planning Document (SPD)	Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.
Surface Water Management Plan (SWMP)	<p>Plan produced by the Lead Local Flood Authority (LLFA) that outlines the preferred surface water management strategy in a given location. These plans focus on areas of highest surface water flood risk and consider flooding from sewers, drains, groundwater and runoff from land, small water courses and ditches that occurs as a result of heavy rainfall.</p> <p>Note: This abbreviation is sometimes used for Site Waste Management Plans.</p>

Sustainable Transport Modes	Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.
Universal design	Universal Design is the design of buildings, products or environments to be aesthetic and usable to the greatest extent possible by everyone and therefore accessible to all people, regardless of age, disability or other factors. Detailed guidance can be found on the website for Centre for Excellence in Universal Design (CEUD), by the National Disability Authority (NDA) Ireland <sup>8</sup> .
Use Class	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes' e.g. A1 Shops, B1 Business and D1 Non-Residential institutions. Planning permission is generally required to change from one use class to another, although there are some exceptions.
Wider determinants of health	Wider Determinants of Health draws attention to the broad range of individual, social, economic and environmental factors which influence our health <sup>9</sup> . An understanding of the wider determinants of health ensures we take a holistic approach to planning and designing places. It acknowledges that healthy, cohesive communities are the result of not just places with accessible health care and green spaces, but also where the social, cultural and economic wellbeing factors are also in place to allow individuals to achieve their full potential, thereby bringing about the total wellbeing of their community. Therefore, it is important to ensure access to facilities like jobs and community spaces is fundamental to place-making. For more details, view Government guidance <sup>10</sup> .

<sup>8</sup> Centre for Excellence in Universal Design (CEUD) by the National Disability Authority (NDA)  
<http://universaldesign.ie/>

<sup>9</sup> Public Health England (2017). Chapter 6: Social Determinants of Health

<https://www.gov.uk/government/publications/health-profile-for-england/chapter-6-social-determinants-of-health>

<sup>10</sup> Wider Determinants of Health - <https://www.gov.uk/government/statistics/wider-determinants-of-health-may-2018-update>



# BRENTWOOD LOCAL DEVELOPMENT PLAN

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